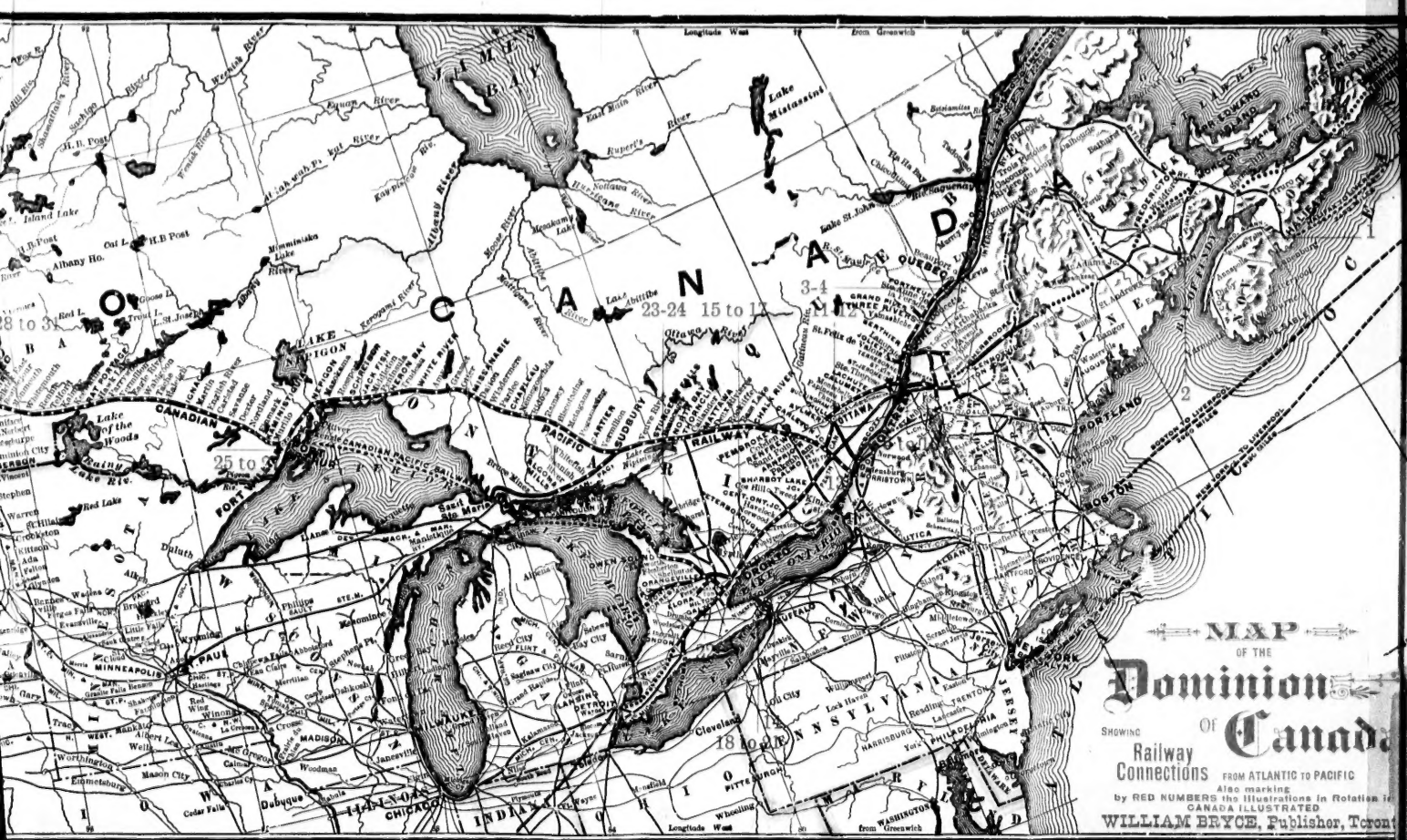
TABLE OF DISTANCES.

Liverpool to Quebec	2,708 miles	(Geog.)	Halifax to Vancouver (*via* short line)	3,595 miles	(Stat.)
Quebec " Vancouver	3,047 "	(Stat.)	Vancouver to Hong Kong	5,836 "	(Geog.)
Liverpool " Halifax	2,463 "	(Geog.)	" " Yokohama	4,374 "	"

Vancouver to Sandwich Islands	2,[illegible]	(Geog.)
" " Feejee Islands	5,[illegible]	"
" " Auckland	6,[illegible]	"


MAP
OF THE
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OF
Canada
SHOWING
Railway
Connections
FROM ATLANTIC TO PACIFIC
Also marking
by RED NUMBERS the Illustrations in Rotation in
CANADA ILLUSTRATED
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from Greenwich
CANADIAN PACIFIC RAILWAY
CANADIAN PACIFIC RAILWAY
GRAND TRUNK RAILWAY
NEW YORK TO LIVERPOOL 3081 MILES
BOSTON TO LIVERPOOL 3059 MILES
Lake of the Woods
Rainy Lake
Lake Nipigon
Lake Abitibi
Lake Mistassini
Lake St. John
Ottawa River
St. Lawrence River
Hudson Bay
James Bay
Albany River
Moose River
Winnipeg
Port Arthur
Fort William
Duluth
Minneapolis
St. Paul
Chicago
Toronto
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Orillia
Peterboro
Kingston
Belleville
Brockville
Prescott
Cornwall
Sherbrooke
Lennoxville
Richmond
Levis
Rimouski
Metapedia
Campbellton
Chatham
Fredericton
St. John
Woodstock
Edmundston
Grand Falls
Bathurst
Dalhousie
Newcastle
Moncton
Sackville
Amherst
Pictou
New Glasgow
Truro
Halifax
Windsor
Yarmouth
Digby
Annapolis
Kentville
Wolfville
Grand Pre
Parrsboro
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Oxford
Pugwash
Tatamagouche
Prince Edward Island
Charlottetown
Summerside
Georgetown
Souris
Cape Breton
Sydney
Louisburg
Glace Bay
North Sydney
Port Hawkesbury
Baddeck
Antigonish
Pictou
Lake Superior
Lake Huron
Lake Michigan
Lake Erie
Lake Ontario
Georgian Bay
Manitoulin Island
Thunder Bay
Nipigon Bay
Black Bay
Jackfish Bay
Michipicoten
Missanabie
Chapleau
Sudbury
Mattawa
Pembroke
Renfrew
Arnprior
Carleton Place
Smiths Falls
Brockville
Gananoque
Napanee
Trenton
Cobourg
Port Hope
Bowmanville
Oshawa
Whitby
Port Perry
Lindsay
Fenelon Falls
Bobcaygeon
Minden
Haliburton
Gravenhurst
Bracebridge
Huntsville
Parry Sound
Midland
Penetanguishene
Barrie
Orillia
Beaverton
Uxbridge
Stouffville
Markham
Richmond Hill
Aurora
Newmarket
Sutton
Keswick
Georgina
Brock
Scugog
Victoria
Peterboro
Lakefield
Bridgenorth
Norwood
Campbellford
Hastings
Madoc
Tweed
Deseronto
Picton
Wellington
Bloomfield
Consecon
Cobourg
Port Hope
Colborne
Brighton
Trenton
Belleville
Stirling
Marmora
Campbellford
Norwood
Peterboro
Lakefield
Bridgenorth
Lindsay
Omemee
Bobcaygeon
Fenelon Falls

CANADA

HISTORICAL AND DESCRIPTIVE

FROM SEA TO SEA

BY

G. MERCER ADAM

AUTHOR OF "THE CANADIAN NORTH-WEST: ITS HISTORY AND ITS TROUBLES;" "PICTURESQUE MUSKOKA," ETC., ETC., ETC.

PUBLISHED BY WILLIAM BRYCE

TORONTO

BIBLIOTHECA

TO THE YOUTH OF CANADA

THE FOLLOWING PAGES ARE DEDICATED

IN THE HOPE

THAT THEY MAY AWAKEN A LIVELIER INTEREST

IN THE

PAST AND PRESENT OF THEIR COUNTRY

AND QUICKEN THE DESIRE TO FORM A MORE INTIMATE ACQUAINTENCE

WITH ITS VARIED BEAUTY AND VAST RESOURCES.

TORONTO, December, 1888. THE AUTHOR.

Entered according to Act of the Parliament of Canada in the year one thousand eight hundred and eighty-eight by WILLIAM BRYCE, in the office of the Minister of Agriculture.

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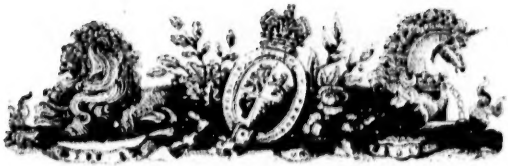

Windsor Castle.

May 2. 1859.

Sir Henry Ponsonby

is commanded by the Queen to thank

Mr. Bigge for the Views of Canada,

which he has presented to Her Majesty.

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HALIFAX N.S. (FROM THE CITADEL)

CANADA:

HISTORICAL AND DESCRIPTIVE, FROM SEA TO SEA.

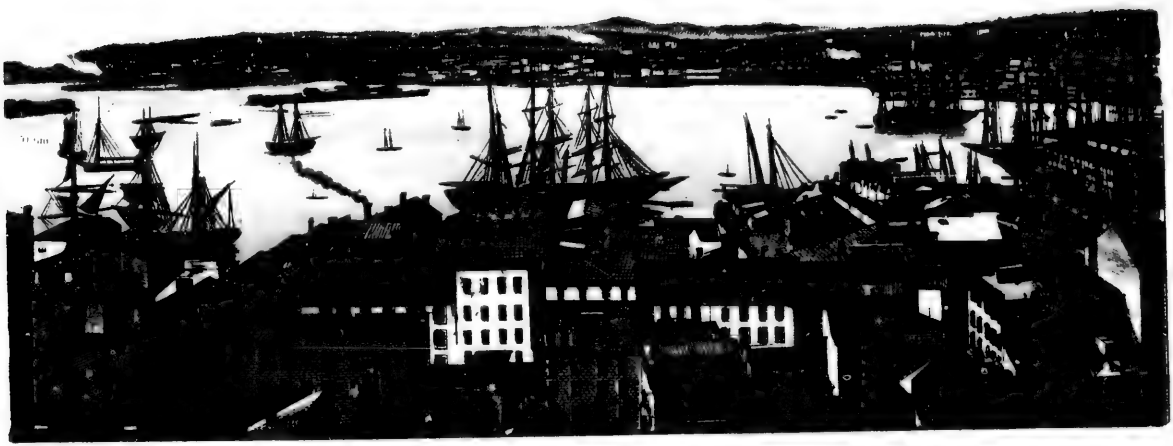
BY G. MERCER ADAM.

THE Canada of to-day, over whose wide-spread domain, from the Atlantic to the Pacific, the patriot eye glances with pride, is a theme so vast and one which recalls (especially if the tourist has the historic memory) so much of interest in the drama of the past that the descriptive writer may well feel embarrassed in the choice of material for even a brief sketch of the main features of the country, as he passes rapidly over the ground from sea to sea. Here, on those rich Atlantic shores, from which the iron highway sets forth to span a continent, the historical student will recall the founding, amid its then rude environment, of De Monts' little Huguenot colony on the Bay of Fundy. It lacks but a decade-and-a-half of being three hundred years since then, yet within that space of time how vast has been the change! How vast even has been the change since Canada, which, as a group of confederated Provinces, has just attained her majority, entered Confederation and brought within her wide embrace the vigorous colonies and contiguous Provinces on either sea, with the limitless stretches and Nature's boundless resources that lie between. When the first Stuart King issued his charter which gave the English rights in Acadia, and his successor created the Order of Knights Baronets of Nova Scotia, the whole continent was a wilderness. Bit by bit it has been reclaimed from the desolation of solitude, until what was once a veritable *terra incognita* is now "a well-kenn'd land." Not without toil, we may be sure, has this transformation been effected; but if the toil has been spent there is much to show for the expenditure. Nor is the heritage unworthy of the toiler. The Dominion of Canada has a territorial possession out of which the Old World would form a score of kingdoms. It has an area, roughly speaking, of three-and-a-half million square miles, not including the area covered by the great lakes. In the chief lakes of the St. Lawrence basin alone, you could put under

water the whole of England, Scotland, and Wales; while forty such kingdoms, pieced together, would not cover the entire area of the Dominion. Only by such meagre comparisons can one endeavour to form a conception of the vastness of the country. Of its natural resources no adequate conception can be well given.

THE MARITIME PROVINCES.

MANY were the encounters of which what we now call the Maritime Provinces were the witness, in the long conflict between the two great European nations that for a hundred and fifty years strove for mastery in the New World. In the Acadian wars, not only Port Royal (Annapolis), Halifax, Louisburg, St. John, and other towns and cities of the Maritime Provinces are identified with the long struggle between the two races; but much of the coast line, from Prince Edward Island, round Cape Breton and the Nova Scotia peninsula, and up both shores of the Bay of Fundy, has its historic sites and landmarks, which preserve the traditions of the years of international strife. In this respect, the old Province of Acadia possesses greater historic interest than does any other part of the continent, if, perhaps, we except Quebec, that "great red rock," which was long the seat and refuge of the forlorn French colony in the St. Lawrence. It would seem as if the French Crown set little store by its Acadian possessions, until the establishment of the English in Virginia and their extension northward brought them into collision with the French colonist. The flames of enmity, once kindled, continued intermittently to blaze and smoulder for a century-and-a-half, until the fall of Quebec and the final retirement of the French from the continent. The first direct collision between the two nations in Acadia was Argall's expedition from Virginia, which captured the Fort and destroyed the French settlement at Port Royal. This occurred in 1618. Then came the expedition against the same beautiful land-locked basin and frowning fort, sent out by Cromwell, followed by the Phipp's expedition from New England, its reinvestment and recapture in the time of Queen Anne, when its name was changed to Annapolis; after which Louisburg, with its extensive fortifications, became the scene of conflict and the grim test of British and colonial prowess. On the fortress of Louisburg, the "Dunkirk of America," as it was proudly called, the French expended thirty million livres, only to see it fall with frightful carnage, first, before the assault of Colonel Peperall's colonial levies, aided by the British fleet; then, and finally, before Admiral Boscawen's armada, assisted by the invincible brigades of General Wolfe's command, who were soon to terminate, on the Heights of Abraham, French dominion in North America.



St JOHN N.B.

QUEEN'S SQUARE PUBLIC GARDENS, CHARLOTTETOWN P. E.I.

As an incident of this struggle of races in Acadia, we have that most pitiful historical pendant, the Expulsion of the French Neutrals, with their belongings, from the beautiful Basin of Minas and the land celebrated in Longfellow's *Evangeline*. Stern was the necessity for this banishment of the Acadians from the reclaimed lands of Grand Pré; but tragic as is the story, it is well to remember that the narrative embodied in the poet's romance is not to be taken for history. Other dramatic incidents connected with the period of French occupation of Acadia—such, for instance, as the long quarrels of the rival French Governors, Charnissay and De La Tour, and the heroism of the latter's noble wife—we might relate; but this is hardly the place, even if we had the space, to deal with history. We can make this passing allusion only, and refer the reader who thirsts for historic facts and the details of an enthralling story to the Acadian annalists. Not always, it is to be said, will the reader find the story of the rude beginnings of the national life a soothing one; nor will he invariably find it pleasant reading. But, in the main lines, he will rarely find it dull. It is somewhat the fashion, we know, to assert the contrary, and to speak derisively of Canadian materials for a native literature. This, however, has not been the attitude of American writers; nor, in dealing with many of the dramatic incidents in Acadian history, have they failed to show us how rich is the field for a native literature in Canada. Take this whole Acadian country, steeped as it is in the romantic and picturesque, with its couple of centuries of history and tradition, with its grand seashore views and blue land-locked bays, its beautiful rivers and fertile vales, its noble forests and mines rich in every mineral, its great sea-pastures teeming with fish, and a people busy, thrifty, energetic and enlightened—and say that there is no field here for the poet and romancist or for the annalist and historian. Only ignorance, and wilful ignorance, will assert that!

HALIFAX AND THE NOVA SCOTIA PENINSULA.

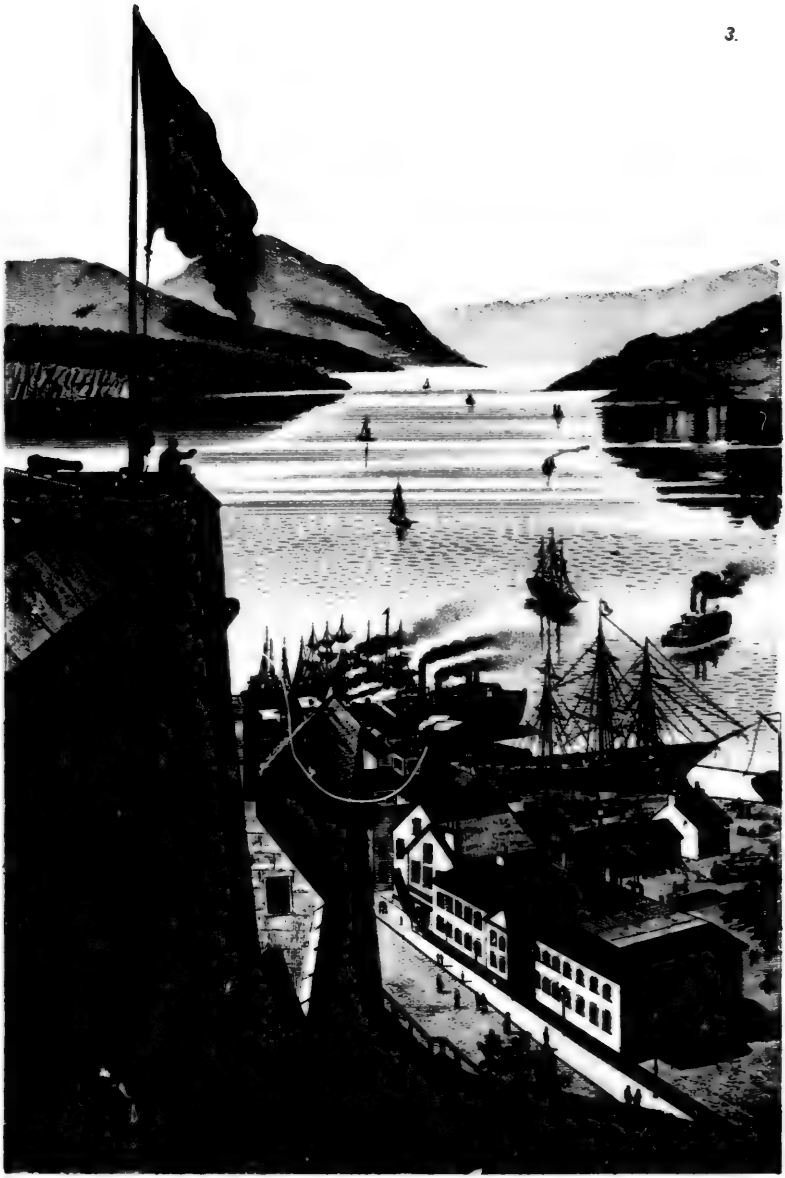
HALIFAX in its foundation and later annals belongs exclusively to the British period of Canadian history. In 1749, when the city was founded by Governor Cornwallis, French empire in the New World neared its fateful close. The previous year, the Treaty of Aix-la-Chapelle, which brought to an end the War of the Austrian Succession, terminated hostilities between the French and English in America, only to break out immediately again, however, in the Valley of the Ohio, on the ramparts of Louisburg, and on the heights above Quebec. The opening of the Seven Years' War saw the beautiful harbour of Halifax filled with the war-

ships and transports of the expeditions sent out by Pitt against Louisburg and Quebec. Here also, during the Revolutionary War, were gathered the royal forces which were launched with such ill-success against the insurgent American colonists; and here, too, after the war, streamed the ten thousand exiled Loyalists who sought in the wilderness-wilds of New Brunswick and Nova Scotia new homes for themselves under the Old Flag.

Representative Government was established in Nova Scotia in 1758, with Halifax as the Capital of the Province. Nova Scotia from about this time also included Cape Breton and what is now known as New Brunswick. In the year 1784, however, both of these territories were organized as separate Provinces, Fredericton becoming, four years later, the Capital of New Brunswick, with Port Sydney as the chief town of Cape Breton. In 1820, the Island of Cape Breton was reannexed to Nova Scotia. Prince Edward Island (or what was then called the Island of Saint John) on its cession in 1763 by France, became also a part of the Province of Nova Scotia. In 1770, however, it was made and has since remained, a separate Province, with representation from 1873, when it entered Confederation, in the Dominion Parliament.

Approached from the sea, the appearance of Halifax is very striking. Its spacious harbour, supplemented by the great water stretches of the North Arm and Bedford Basin, is capable not only of giving shelter and safe anchorage to a great fleet, but is large enough for considerable naval manœuvring. As befits its importance as the chief naval station of Britain in the New World, the water approaches to the city frown with forts and batteries; while the city itself is dominated by a citadel, which crowns the elevation on which the city lies, at a height of nearly 300 feet from the harbour. These military fortifications, which are on McNab's and George's Islands, with the dockyard and citadel, are well worth the tourist's inspection, and vividly recall to the mind of the New World gazer the might and prowess of Old England. The harbour, which is open all the year round, is the summer headquarters of the Imperial North American Squadron, and is also much frequented by foreign men-of-war, as well as by merchantmen, trading vessels, and ocean-going steamers. Along the streets of the city lounge the only British uniforms now to be seen in Canada; while from the citadel floats the only Imperial flag in North America which is daily flung to the breeze by British regulars. Halifax is practically the last military foothold England retains on the continent of the New World, though that foothold is yet a firm one.

In spite of its magnificent situation and beautiful harbour, Halifax presents but a poor appearance as a town. There are a few fine edifices, including the Province Building, in which are the Legislative



VIEW FROM THE CITADEL, QUEBEC,
BY H. R. H. PRINCESS LOUISE

Chambers and Library; the new Provincial Building, the joint home of the Post Office, Custom House and Provincial Museum; with a number of churches, banks and commercial and public institutions. But the town as a whole is disappointing. Its population, moreover, is small and unprogressive. The main attractions of the place are the suburbs and the pretty drives round the water front, with the fine view presented by the harbour and the shipping, and the glimpse of the ocean beyond. Dartmouth, a town of about 5,000 population, is situated on the harbour opposite the city; and a few miles south-east of it is Cow Bay, one of the many fine inlets of the ocean resorted to for surf-bathing and for its attractive marine scenery. Along the North-West Arm are a number of fine private residences, the houses of wealthy citizens, surrounded by pretty ornamental grounds.

OTHER PLACES OF INTEREST IN NOVA SCOTIA.

THERE are, as yet, no railway facilities for visiting the Atlantic ports of Nova Scotia, east or west of Halifax. These must be reached either by stage, or viewed at a distance from the steamers of the Boston, Halifax and Prince Edward Island Steamship Line, or from those of the Portland Steam Packet Company. The Boston Line, after reaching Halifax, proceeds north-eastward along the coast to the picturesque Gut of Canso, entering which it will conduct the traveller to Pictou and its great coal fields, thence to Charlottetown, the capital of Prince Edward. At Pictou, the tourist, if he wishes, can transfer himself to the boats of the Gulf Steamship Company, which have a weekly line on the St. Lawrence, and so reach Quebec. At Port Hawkesbury, on the Cape Breton side of the Gut, connection is made with the Intercolonial system at Port Mulgrave, thence, by way of Antigonish and New Glasgow, westward. At Port Hawkesbury the tourist will find facilities for traversing Cape Breton and enabling him to visit the famed Bras d'Or Lakes, Baddeck, Sydney, and the historic site of Louisburg. This is a trip, we need hardly say, which no lover of the picturesque, far less the historical student, will fail to take. In the other direction from Halifax, the steamers of the Portland Steam Packet Company make connection south-westward with Portland, Maine, and the railroad system of the United States.

The tourist who designs to follow us to the Far West through Canadian territory, may leave the seaboard either by the International Railway *via* Truro and Moncton, or by the Windsor and Annapolis Railway *via* St. John, thence by a branch of the Intercolonial, until he regains the main line at Moncton. By the former route he will be enabled, if he chooses, to take

the overland journey to the ports which connect with the islands of Cape Breton and Prince Edward, and, if a sportsman, to visit the marsh lands round Cobequid Bay, at the head of the stormy waters of the Bay of Fundy. By the latter route he will delight himself with a look at the historic shores of Minas Basin, Grand Pré and the "Land of Evangeline." From this classic ground there is railway connection through a country abounding in historic and poetic interest, to Annapolis Royal, whence, a passage of about five hours across the Bay of Fundy, will bring the tourist to St. John, the great maritime port of New Brunswick.

WINDSOR, GRAND PRE, AND ANNAPOLIS ROYAL.

THE Windsor and Annapolis Railway has its south-eastern terminus at Windsor Junction, on the Intercolonial, a few miles out of Halifax. The run over to Windsor is without interest, for the country, for the most part, is rough and rocky. Approaching Windsor the aspect changes, and the pretty little town breaks agreeably upon us, with its noble river, the Avon—which, however, should be seen only when the tide from the Bay of Fundy is full—and the beautiful Basin of Minas beyond. Windsor, besides its historic, has for us an academic and a personal interest. It is the seat of King's College, one of the oldest educational institutions in Canada, having a charter from George III. granted at the beginning of the century. It is also the old home of Judge Haliburton, the genial "Sam Slick" of early Provincial days and the historian of Nova Scotia.

We are now upon the scene of the tragic expulsion of the Acadians, which Longfellow has immortalized in *Evangeline*, that poetic romance—for it is not entirely to be taken for history—which gilds the adjacent meadows of Grand Pré and the fair Basin of Minas. "Evangeline" should be studied with the "Archives of Nova Scotia" or Parkman's "Montcalm and Wolfe" as its historical commentary. If this is done, the poetic descriptions of the peaceful, simple Acadian life of the time when the tragedy occurred will be seen to be largely mythical. But whatever license Longfellow has taken with the history of the deportation of the French Neutrals from Grand Pré, the district in which they spent their disaffected lives will be found in the main faithfully portrayed by the poet, though, curiously enough, his eyes never beheld the place. There, "in the fruitful valley," basking in the afternoon sun, with "vast meadows stretched to the eastward, giving the village its name," and dikes, "shutting out the turbulent tides," lies the site of the little village of Grand Pré. There, too, in the distance, rises the lofty Blomidon; while now and then,

MONTREAL, GREY NUNNERY CHAPEL.

MONTREAL, THE ST LAWRENCE RIVER & VICTORIA BRIDGE.

aloft on the mountains, "sea-fogs pitch their tents and mists from the mighty Atlantic" are daily pierced by the noonday sun.

"Waste are those pleasant farms, and the farmers forever departed!
Scattered like dust and leaves, when the mighty blasts of October
Seize them, and whirl them aloft, and sprinkle them far o'er the ocean.
Naught but tradition remains of the beautiful village of Grand Pré."

Few relics remain of the ancient settlement, save a line of willows along the old roads, and a few gnarled and knotty trees in the orchards of the rich meadows which have been reclaimed from the sweep of the sea. Near by is pointed out the place where the Acadians were put on board—

"When on the falling tide the freighted vessels departed,
Bearing a nation, with all its household gods, into exile,
Exile without an end, and without an example in story."

The railroad from Grand Pré to Annapolis, the ancient capital of Acadia, passes over the great apple district of Nova Scotia, the fertile valleys through which wander the Cornwallis and Annapolis rivers. Annapolis, as we have seen, is the old Port Royal of the times of Champlain, who founded *l'ordre de bon temps* as a diversion from the grimness and desolation with which he and his Huguenot colony were surrounded in this Acadian wilderness outpost of Old France. The town, which is built on a peninsula projecting into Annapolis Basin, is pleasantly environed by a range of hills which temper it from the sea-breezes, and is therefore much frequented by summer visitors. Its chief object of historic interest is the old fortress, which fronts the Basin, and with its ramparts and outworks covers an area of nearly thirty acres. Though the works are dismantled and the garrison has long since marched out, the fortress is to-day still worth a visit.

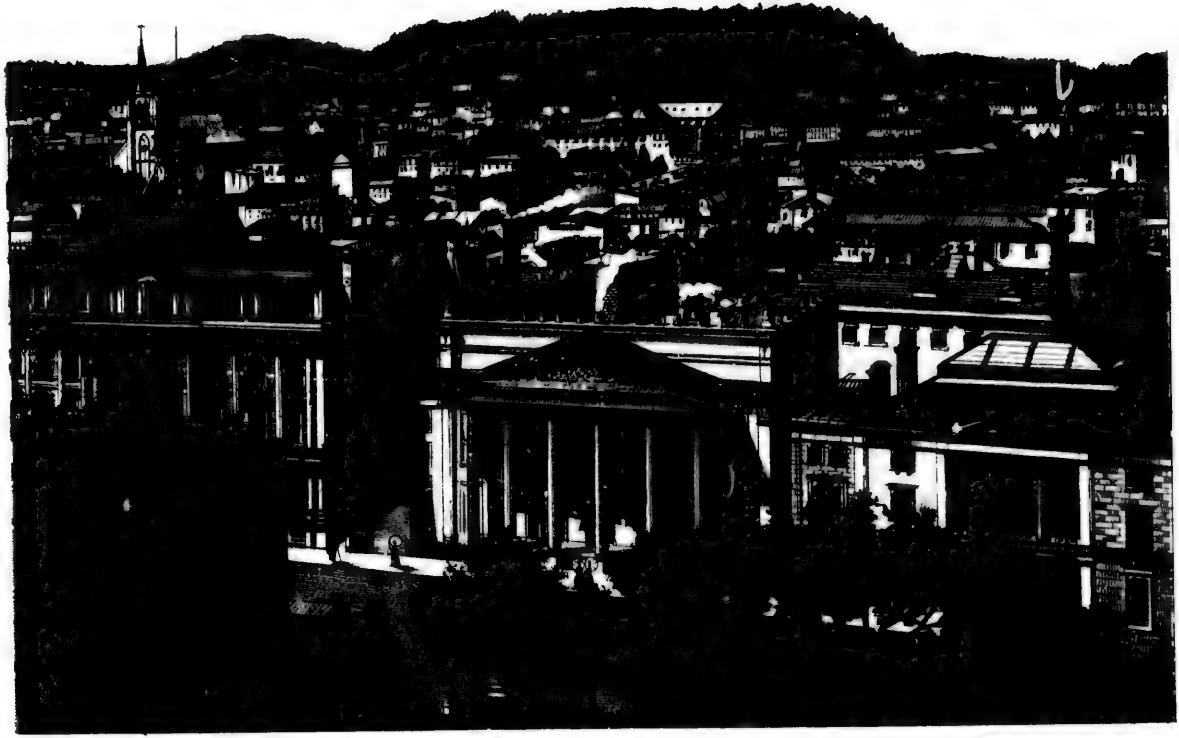
From Annapolis to St. John, N.B., by steamer consumes some five hours. The distance to Digby, at the foot of Annapolis Basin, is seventeen miles; from Digby across the Bay of Fundy to St. John, is forty-three miles. The sail down the Basin is delightful, and one can imagine how it charmed Champlain and Poutrincourt nearly three hundred years ago. The summer passage across to St. John is usually a pleasant one, though if one be not a good sailor even the slight tidal swell will be a disturbing experience.

ST. JOHN, FREDERICTON, AND A RUN THROUGH NEW BRUNSWICK.

THE bustling citizens of the great maritime city of St. John trouble their heads little, we imagine, with Acadian history. They are essentially a modern people, and modern for the most part is their city—the chief portion of St. John having been rebuilt since the summer of 1877, when fire swept over the place, burning some two

hundred acres of its business area and causing a loss of some twenty-five millions of dollars. Yet St. John is not lacking in history. Its site was known to De Monts and Champlain, who visited it in 1604, though it was not occupied until thirty years later. Here, in 1634, La Tour erected a trading fort, which for many years became the disputed possession of the rival governors of Acadia, and the scene of the heroism of the Lady de la Tour. The harbour also figures largely in naval history, being the scene of many sharp engagements between English and French warships, and between the latter and the armed vessels of the spirited colonists of New England. The forts ashore have also a tale to tell of military daring in the vicissitudes of the times, in the long conflict of the two nations for supremacy in the New World. After the Revolutionary War, to St. John came a British fleet bringing 5,000 "United Empire Loyalists," who had voluntarily exiled themselves to live under the old British flag. Even in modern history St. John has an interesting military record as a garrison town, for during the excitement incident to the Trent affair the city was occupied for a time by the Grenadier Guards, the Scots Fusileers, and other *élite corps* of the British army. In 1862 the garrison, however, was withdrawn, and St. John has since then taken to maritime and commercial, rather than to military, pursuits. For this occupation its situation is exceedingly favourable, and with its rival, Halifax, it lays claim to the commercial designation of "the Liverpool of Canada." For this, like Montreal, it discards the ambition of being the Provincial capital, and is content to see the political carpet-bagger go higher up the river to play in the lobbies of the Legislature his unclean game.

The City of St. John is now fast recovering from the effects of the great fire. It occupies a commanding situation at the mouth of the St. John River, and with Carleton, its suburb, on the opposite side of the harbour, has a population of 30,000. Portland, a separate municipality close by, brings up the census to a total of nearly 50,000. The chief business thoroughfares of St. John are King and Prince William Streets, on which are erected many fine and substantial buildings. Among these may be named the Post Office, Custom House, the Bank of New Brunswick, and, in another part of the town, the Intercolonial Railway Station. Spanning the St. John River, is a fine Suspension Bridge, seventy feet high; and a short distance further up, is a new Cantilever Bridge, which connects the Intercolonial with the New Brunswick Railroad and the railway system of the United States. Under the former bridge are the Falls of the St. John River, which have this peculiarity, that at ebb tide in the Bay of Fundy the waters of the river fall fifteen feet into the harbour, through a rocky chasm 500 feet in width, while at full tide the sea makes a like fall back-



MONTREAL, PLACE D'ARMES & THE MOUNTAIN.

ward into the stream. The wharves at all seasons of the year present a busy spectacle, and the city's shipping trade and exports are increasing annually. A fine view of the harbour and city is had from Fort Howe, in the neighbouring municipality of Portland. In the vicinity there is much picturesque scenery and abounding sport for the lovers of rod and gun.

The sail up the St. John to Fredericton, ninety miles from St. John, is a pleasant one, but hardly calling for much description. The scenery is occasionally pretty, mostly pastoral, and therefore restful and tranquillizing. The river now and then takes on a lake-like aspect, where it spreads itself over the low lands, which are more than ordinarily fertile. Fredericton itself stands on a level plain, showing much cultivation in the vicinity, and displaying at one bend of the river Christ Church Cathedral, a beautiful specimen of Early Gothic, and at another bend, Government House, the residence of the Lieutenant-Governor. The Parliament Building is a modest structure, containing the two Legislative Chambers, and the Hall of the Superior Court. Fredericton is the seat of the University of New Brunswick, whose charter dates from 1828. It is also attractive to sportsmen as a rallying point and base of supplies for the fine fishing and hunting grounds of the Upper St. John. Lumber is the principal export of the city.

Leaving Fredericton to regain the main line of the Intercolonial, the tourist can return either to St. John, thence to Moncton, on the Peticodiac River, or go directly northwards to Chatham Junction, by a local line which in part follows the S.W. branch of the Miramichi River. If a sportsman, he will doubtless prefer the latter course, so as to hasten his arrival in the far-famed sporting grounds of the Miramichi and the fine fishing region of the Restigouche.

The Miramichi district is still practically a forest wilderness. Over the region, in 1825, a great fire raged which burned about 8,000 square miles of wood, and destroyed a $1,000,000 worth of property, besides occasioning large loss of life. The horror of the time is still spoken of in the locality, for the settlers and woodsmen engaged in lumbering operations though taking refuge on logs and rafts on the river, amid panic-stricken animal life swimming about in all directions, were unable to escape and fell victims to the devouring elements. On the river, near its outlet in Miramichi Bay, there are two chief towns, rival to each other, though six miles apart—Newcastle and Chatham. The principal industries of both towns are ship building and the exportation of fish and lumber. In the district bear, moose and caribou can be stalked, while partridge, plover and snipe are abundant. In the bay there is also good bass, mackerel, and cod fishing.

THE BAY OF CHALEUR AND THE LOWER ST. LAWRENCE.

THE next region of interest, on our way Quebecwards, is the historic Bay of Chaleur, the Indian name of which signifies "a sea of fish." At the head of one inlet of the bay (the southern) is Bathurst; at the head of another (the western) is Dalhousie. Both places have become great summer resorts, and to both, in the season, flock the enthusiastic sportsmen of Canada and the neighbouring States, with not a few Old Countrymen expert in the use of the rod and gun.

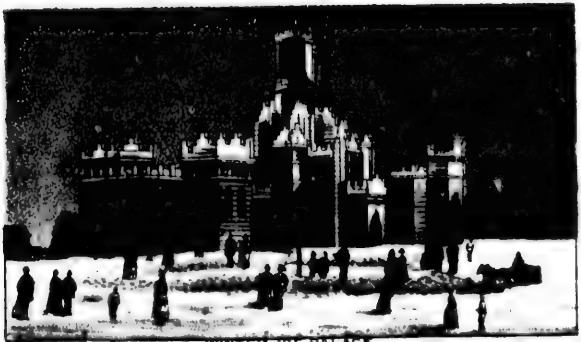
The historical and legendary interest connected with the Bay of Chaleur is great. Here Jacques Cartier put in, in the summer of 1635, when on his first exploring voyage to the New World. Here, in the noble estuary also, towards the close of the French occupation of Canada, came a British fleet, under Commodore Byron, grandfather of the poet, to attack the French war vessels that lay in the Bay, take them captive, and silence the batteries of a fort situate near the mouth of the Restigouche. Here, too, is the scene of the Massachusetts legend, commemorated by the Poet Whittier, of Skipper Ireson's misdeed, in having

> —"Sailed away
> From a leaking ship in Chaleur Bay,—
> Sailed away from a sinking wreck,
> With his own town's people on her deck!"

—a misdeed which earned for him the maledictions, with tarring and feathering, of the irate fisherwomen of Marblehead. In the region are to be found remnants of the great Micmac nation, who once densely peopled the coast, from Cape Breton to Gaspé, and who were well nigh decimated by the invading hosts of the Mohawk tribe, just ten years before the Hurons were all but exterminated by the Iroquois. In the Nepisiguit River, which empties into Bathurst harbour, there is good fishing; and twenty miles up the stream are the Grand Falls, which attract lovers of the picturesque, and in the neighbourhood of which are many beautiful pools, the fisherman's elysium. In the river, trout from four to seven pounds weight and salmon up to thirty pounds are to be found. The forest about also abounds with all kinds of game. The Indian name of the Bay of Chaleur signifies, as we have said, "Sea of Fish," and it is fully justified, for schools of mackerel and sea trout disport in its waters, with other variety of fish, the catch of which is not uncommonly a hundred an hour!

Dalhousie vies with Bathurst in its attractions for the sportsman. It is beautifully situated at the mouth of the Restigouche River, surrounded by hills which screen it from the winds, and from which magnificent views of the Bay of Chaleur and the picturesque coast line of the region may be had. In the famous "Inch Arran House," it also possesses that attraction which

TOBOGGONING.



WINTER ICE PALACE.

LACHINE RAPIDS, ST LAWRENCE RIVER.

is relished by those who seek in a first-class hotel the indispensable adjunct to comfortable summering by the sea. It has moreover splendid facilities for boating and bathing, as well as for the occupation of the Nimrods and Izaak Waltons who resort to it for sport. At Campbellton, at the head of deep-water navigation on the Restigouche, we arrive at the boundary which separates the Province of New Brunswick from the Province of Quebec. From Sugar Loaf Mountain, near by, a beautiful view presents itself of the scenery of the district, which is rugged and varied, and from which one can discern the Gaspé Mountains, in the distance, and the noble estuary of Chaleur, gleaming in the sunset at one's feet. Thirty miles from the bay, the Restigouche receives the waters of the Metapedia River, flowing down from the Metis Mountains in Quebec, and one of the finest fishing-grounds in the world. Close to the junction of the two royal rivers is Metapedia station and "Fraser's," now the headquarters of the "Restigouche Salmon Club." Here the Intercolonial spans the Restigouche by a fine bridge over a thousand feet in length. In the Metapedia and its tributaries, salmon-fishing becomes a royal sport, for here, some years ago, H. R. H. the Princess Louise landed one forty pounds in weight, while the scales have been tipped by the catch of others equally fortunate, at fifty-four pounds! On the Cascapedia, some distance eastward, towards the Gaspé district, even better fishing is to be had, and on that now famous stream is the fishing-lodge of His Excellency the Governor-General.

Leaving the valley of the Metapedia, the next important stations we come to on the Intercolonial are Little Metis and Rimouski. The tourist will now be aware, by the speech that reaches his ear, and by the picturesque garb of the *habitans*, that he is in the old French Province. Little Metis is the most easterly and seaward of the many delightful watering-places on the Lower St. Lawrence; and, besides its attractions as a summer resort, it has in the Little Metis river and in the lakes of the region special attractions for the sportsman. Geese, duck, and sea-fowl are to be found on the coast, while inland, caribou and other large game are to be met with. At Rimouski, where the ocean-going steamers of the Allan line receive and land Her Majesty's mails, there is also good sport, Rimouski River being noted for its salmon and trout. A little way up the St. Lawrence from Rimouski is Bic, and a little way below it is Father Point, an important telegraph and signal station for the ocean steamers.

Continuing our way Quebecwards, we come to Cacouna, the "Saratoga" or "Brighton" of Canada, as it is frequently and admiringly called. It is the chief summer resort on the St. Lawrence of the fashion of Quebec, Montreal, and of not a few of the cities and

towns of the Western Province. The town is situated on a beautiful bay, with a fine beach, some two miles from the railway station, and possesses in the "St. Lawrence Hall" an hotel capable of accommodating over 600 guests. Six miles up the river, is another and attractive resort, Rivière du Loup, situated near the confluence of the river of that name with the St. Lawrence. There are charming views, walks and drives about the place; and steamers make it a place of daily call for Murray Bay, Tadousac, and the far-famed Saguenay River, on the opposite side of the St. Lawrence. Here the tourist should break his journey to "do" the Saguenay, the chief tributary of the Lower St. Lawrence and the gloomy outlet of the cold waters of Lake St. John. Few sights in Canada are more grand and awe-inspiring than this grim river, chasm-cleft through the heart of a mountain wilderness. "The awful majesty of its unbroken mountain-shores, the profound depth of its waters, the absence of life through many leagues of distance, have made the Saguenay unique among rivers; and it is yearly visited by thousands of tourists as one of the chief curiosities of the Western World" The distance from Rivière du Loup across the St. Lawrence to Tadousac, at the mouth of the Saguenay, is twenty-five miles, and from Tadousac to Chicoutimi, at the head of deep-water navigation on the river, is ninety miles The trip from Rivière du Loup and return consumes the best part of two days. If preferred, the tourist can make the trip by tri-weekly boats from Quebec. Murray Bay on the north shore of the St. Lawrence, and Kamouraska on the south, are both attractive watering-places on the way up to Quebec. Following the railway on the south shore, we begin now to pass a continuous line of settlements, often prettily situated on bays and inlets of the river, the bright tin-roofed spires of the parish churches glittering in the setting sun, At last we reach Levis, opposite Quebec, the tourist's eye being delighted and his heart made expectant, by preliminary glimpses from the car of the great historic city of the New World, its proud citadel, its shipping in the harbour, and the beautiful panorama of the St. Lawrence and the grand river front.

QUEBEC, THE CAPITAL OF THE FRENCH PROVINCE.

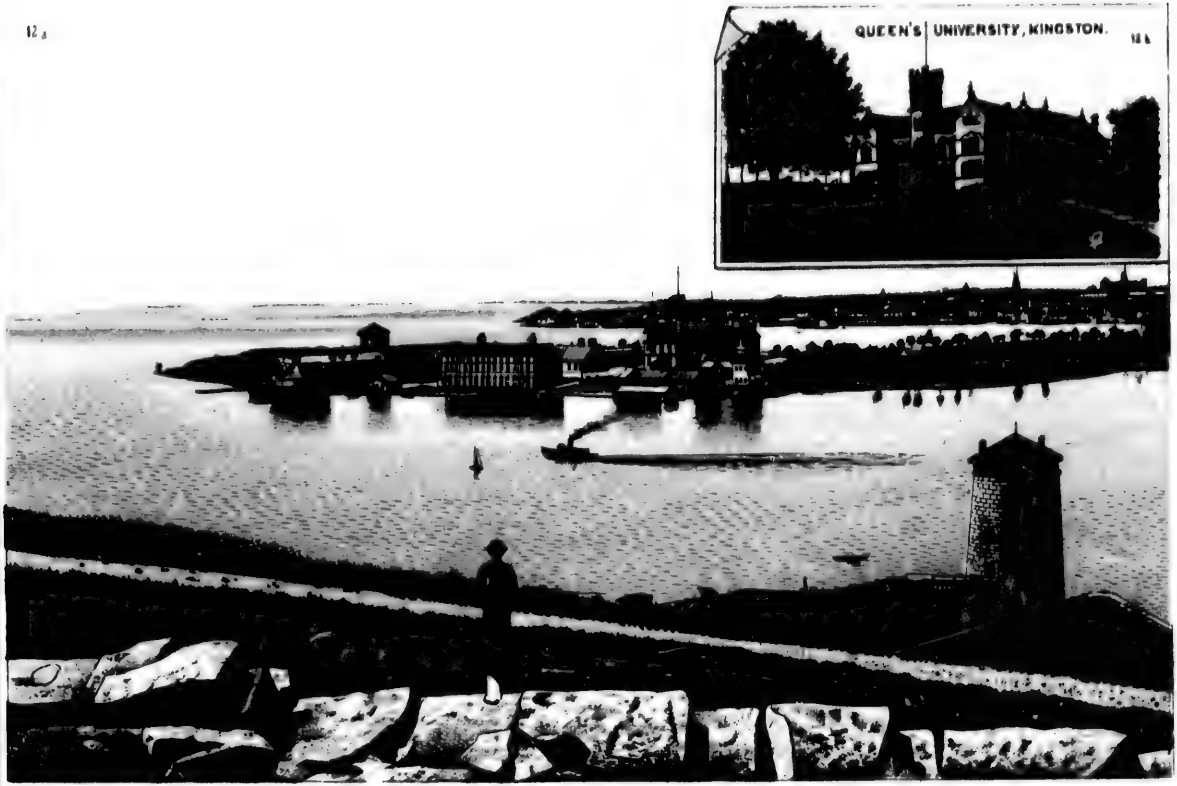
THE tourist, as he lands at Quebec and ascends its steep streets to the citadel, will think himself in one of the quaint walled cities or fortresses of the European continent, and set back in the world's history to some period in the Middle Ages. The city is a survival of the past; an interesting, dried specimen of one of the half monastic, half military towns of Old France in the days of the *Grand Monarque*. It is curious to think of it, here

12.

LIBRARY PARLIAMENT BUILDINGS, OTTAWA, WITH QUEEN'S STATUE

11

PARLIAMENT BUILDINGS, OTTAWA.



BIRD'S EYE VIEW OF KINGSTON.

swept aside, as it were, in the calm eddies of the onward current of modern civilization and dominant democracy, which has surged over the continent—it alone preserving in the New World the manners, customs, laws and institutions, with much of the speech and dress, of an Old World people in a feudal age. And how full of memories is the quaint old place! Discovered by Cartier three hundred and fifty years ago, founded by Champlain three quarters of a century later, the place still preserves the traditions and maintains much of the civil and religious character of their early time. The fur trade, it is true, has disappeared, and with it the Indian trapper and woodsman; but the French race remains and flourishes, and with it Mother Church and the ecclesiastical system which founded and reared the Gallic colony. Nor has the "great red rock," though shorn of its trees and their many-tinted foliage, lost much of its old-time character. Since the days of Cartier and Donacona, it has taken on, it is true, a military aspect, and from its frowning fortifications Frontenac defied and Montcalm succumbed to an enemy; but its scenic aspects are still grandly the same—the same noble river flows by it, and the same old Laurentian ranges encircle it. Quebec abounds in monuments of the "old regime," though many interesting relics, such as the ancient gates of the city, are being replaced by modern structures and are yielding to the necessities of a later civilization. Not a few, however, of the old landmarks remain, and the chief of these should be seen. One of these is the Basilica (formerly known as the Cathedral of Notre Dame), founded in 1666 by Bishop Laval, but destroyed by Wolfe's batteries at the Conquest and rebuilt thereafter. Another relic of interest is *Notre Dame des Victoires*, built on the site of Champlain's "*Abitation de Quebec*," and which stands in the market-place of the Lower Town. The Jesuits' College, the Seminary of Quebec, Laval University, the Ursuline Convent, the Hôtel Dieu Convent and Hospital, are all places worthy of inspection by the tourist. The Anglican Cathedral, the Parliament Buildings, Morrin College, and the new Post Office, will also attract the visitor. But the Citadel and the ramparts, the Esplanade, and above all, Dufferin Terrace, with its spacious promenade on the brow of the precipitous cliff, and its magnificent view of the harbour and river, will be found the chief attractions. There is hardly in the world a nobler outlook than that from the terrace, which is the favourite promenade of the citizens. From here may be seen the busy wharves and gleaming river, the fortified bluffs of Point Levis, opposite, and off in the distance the Laurentian peaks, with, nearer hand, the Charles River, Isle of Orleans, and the Falls of Montmorency. Delightful is the drive to the latter, and to Beauport and the suburban villages which enrich the environs

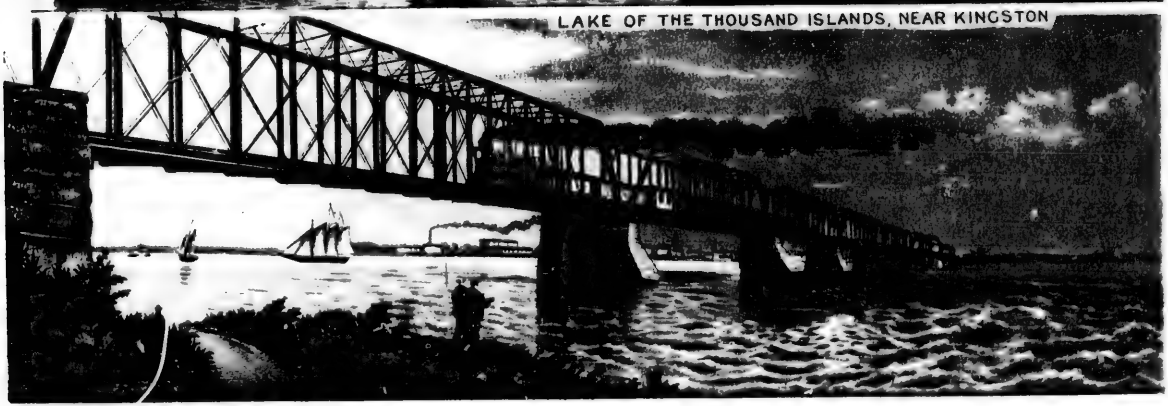
of Quebec. The Heights of Abraham, with the monument to Wolfe, will not fail to attract the historical student.

The space will not permit our lingering at Quebec. The journey to Montreal may be made by one of three routes; by steamer on the river, by the North Shore Railway, or by the Grand Trunk. We leave the traveller to make his choice, and hasten on with him to

MONTREAL, THE "COMMERCIAL" CAPITAL OF THE DOMINION.

THE fine natural situation and metropolitan appearance of Montreal, which ranks as the first city in the Dominion, will be admitted by all who visit it. Its massive and busy wharves, its thronged thoroughfares, its spacious public squares and substantial stone buildings, with "the Mountain," rising 700 feet above the river, and having fine, broad streets and numerous palatial residences on its terraced slopes, combine to give it the palm over the other cities of the Dominion. Like Quebec, its foundation dates back to an early period in the French occupation of Canada, and to-day its population is largely of French origin. The city, which is situated on an island at the confluence of the Ottawa and the St. Lawrence Rivers, was founded in 1642, after a solemn religious service, by the Sieur de Maisonneuve. On that occasion, the Indian name (Hochelaga) which it had previously borne was superseded by that of "Ville Marie." Later on it took the name of Montreal from *Mount Royal*, the picturesque eminence which crowns the city, and from the charming drives about which many beautiful views of the town, the noble river, and the country in the vicinity may be had. The evidences of the racial and ecclesiastical origin of Montreal will be noted by the tourist on all sides. Not only are two-thirds of the present inhabitants French, but French, in the main, are the civil and religious institutions of the place. Here Mother Church has her special and almost exclusive preserve. In every quarter of the town you will find her churches, hospitals, convents and other places of religious retreat; while on almost every thoroughfare are to be met the black-robed representatives, male and female, of her various ecclesiastical and eleemosynary institutions. The real estate owned by both orders (Jesuit and Sulpician) of the Church, in this paradise of the Roman priesthood, is enormous. The chief churches of this communion are the Parish Church of Nôtre Dame, the Cathedral of St. Peter (now in course of erection), the Jesuits' Church, St. Patrick's, St. James, Nôtre Dame de Lourdes, de Bonsecours, and de Nazareth. Architecturally, most of these are fine edifices; while some of them—notably the Jesuits' Church, Nôtre Dame de Naz-

LAKE OF THE THOUSAND ISLANDS, NEAR KINGSTON



INTERNATIONAL BRIDGE, NIAGARA RIVER

areth and Nôtre Dame de Lourdes—are attractive for the beautiful frescoes on their walls and their artistic decorations. This denomination is also rich in many educational and charitable institutions, situated in various parts of the city. Many of the hospitals and nunneries supported by the Church will be found worth a visit. The chief of these are the Hospital of the Grey Nuns, founded in 1755, the Hôtel Dieu, founded in 1644, and the Seminary of St. Sulpice, founded in 1657. Besides these, there are numerous sisterhoods, asylums, schools, theological and secular, and other agencies of the Church, in and about the city, which further manifest the zeal and devotion of this denomination.

Considering the limited English-speaking and Protestant population of Montreal, the churches, colleges, schools, hospitals and other institutions of the Protestant denominations, are by no means few or unimportant. The number of churches, indeed, is large of the principal Protestant bodies, such as the Episcopal, Presbyterian, Congregational, and Methodist denominations, and many of their edifices are handsome and, as a rule, beautifully situated. Without being invidious, one may point especially to Christ Church Cathedral, for as fine an example of church architecture as the city can boast. Each of the more prominent denominations has its own theological college. The chief institution of secular learning is McGill University, which was founded by Royal Charter in 1821. It has four separate faculties, one each in Arts, Law, Medicine, and Applied Science. Four theological colleges in the city, and two arts colleges out of Montreal, are in affiliation with McGill. The Art Association of Montreal is an active and enthusiastic body, and has a permanent exhibition in the Gibb Art Gallery, which the visitor should not fail to see. The scientific element is largely represented in the city, and possesses a museum, library and lecture hall, which may also attract the visitor. Montrealers, proverbially, "go in" for out-of-doors sport, and the winter season brings out in unusual activity a large number of associations for curling, skating, snow-shoeing and tobogganing. One of the great winter attractions of the city is the periodical Ice Carnival. The drives in and about Montreal, and around Mount Royal Park, should be "done" by the visitor, whether the season be winter or summer. Their beauty, and the delightful views to be had *en route*, will well repay him for the trouble and the modest amount expended upon them. The Victoria Bridge, which spans the St. Lawrence at Montreal, can perhaps best be seen from the Mountain; or, if the tourist prefers a closer view, he may take a suburban train to Lachine, and from there run down the rapids by steamer, passing under one of the immense piers of the bridge. The river trip will be found a wild and exhilarating experience.

OTTAWA, THE POLITICAL CAPITAL OF THE DOMINION.

TO reach the Capital of the Dominion from Montreal, the tourist has the choice of two routes, one by land and one by water. The railway route thither, over the line of the Canadian Pacific, which lies along the north or Quebec side of the Ottawa River, is now an easy journey of some four hours. The route by steamer on the Ottawa will occupy a pleasant summer day. If time is no particular object, the latter route will be found an enjoyable one. By it the tourist will traverse an interesting section of the great water highway to the West, which used to be taken by the adventurous explorers, trappers and missioners of the old French *régime*, when hardly any white man knew what perils lay before him in the path of the setting sun. The lower reaches of the Ottawa are identified with many tragic events in Canadian history, in connection with inter-tribal Indian forays, and with the raidings of the Iroquois upon the French voyageurs and colonists settled about the mouth of the river. The massacre at Lachine, which occurred in 1689, when the fortunes of France in the New World were at the lowest ebb, and the defence in 1660, by Dollard des Ormeaux, with sixteen young Frenchmen, of a fort on the Ottawa, near Carillon, attacked by 800 Iroquois, are two memorable incidents in Canadian annals connected with the Ottawa. The scene of the latter is pointed out as the Thermopylæ of Canada.

Passengers by the Ottawa boat usually board the steamer at Lachine. Leaving the latter, and crossing Lake St. Louis, St. Anne is soon reached. Near by are the rapids of St. Anne, famous as the scene of the poet Moore's Canadian boat-song, "Row, Brothers, Row!" Beyond St. Anne lies the Lake of the Two Mountains, passing through which the steamer enters the river proper. But space will not permit our giving an itinerary of the route, so we rejoin the tourist at Ottawa.

At Ottawa, the traveller who has accompanied us thus far up from the sea, will make his first acquaintance with the large and impo tant Province of Ontario. Though the Capital of the great Canadian Dominion, Ottawa is as yet a city in embryo—a comparatively new and outlying town on the rough border-land of the Province. Its importance is wholly political. Aside from that, and for the moment keeping out of view the magnificent pile of the Parliament Buildings, flanked by the Departmental Offices, the place has hardly earned yet a higher appellation than that jocosely given to it, of an "Arctic lumber village." Up to so recent a date as 1857, it was known as Bytown, a name which it owed to a Colonel By, of H. M. Royal Engineers, who was the constructor of the Rideau Canal, which connects the St. Lawrence and the

TORONTO.

NEW PARLIAMENT BUILDINGS, TORONTO

TORONTO STREET & POST OFFICE, TORONTO.

Ottawa. This here reaches the river by a series of locks having a drop of fifty feet. The name of the city was changed to Ottawa when Her Majesty, in compliance with an address from both Houses of the Canadian Parliament, made selection of the site as the permanent Capital of the then united Provinces of Upper and Lower Canada. At Confederation, it became the Capital of the Dominion, and here were erected, on the elevated plateau which overlooks the Ottawa River, the group of magnificent buildings occupied by the Houses of Parliament, the Library of Parliament, and the State Departments, which constitute the chief ornament alike of the city and the Province. These noble buildings, which are among the finest on the continent, and which have certainly no architectural superiors, as examples of Italian-Gothic, will, of course, absorb the attention of the visitor to Ottawa. Let him not neglect, however, when he has finished his inspection of the buildings, to take a ramble along the rim of the bluff on which they stand, and view the river far below, with the fretted waters of the Ottawa plunging wildly over the Chaudiere Falls, and the beautiful expanse of country that stretches afar off into the French Province. With the exception of the view from the ramparts of Quebec, the one now before the visitor is the finest in Eastern Canada. In the suburbs of the city is Rideau Hall, the residence of His Excellency, the Governor-General.

At Ottawa, the Western tourist has again a choice of routes, the selection of either one of which must be determined by himself. If he wishes to reserve his tour through Ontario until he has seen the North-West, he may go thither direct by way of the Upper Ottawa and Lake Nipissing, and afterwards return to the Province, entering it from the West. If his object, however, is to go as early as possible to Toronto, the Provincial Capital, he may go straight there by the C. P. R., or take the Grand Trunk to Prescott, on the St. Lawrence, thence westward either by boat or rail. If the choice be by boat, the tourist will have the opportunity of passing through the famed "Thousand Islands," which gem the waters of the Upper St. Lawrence.

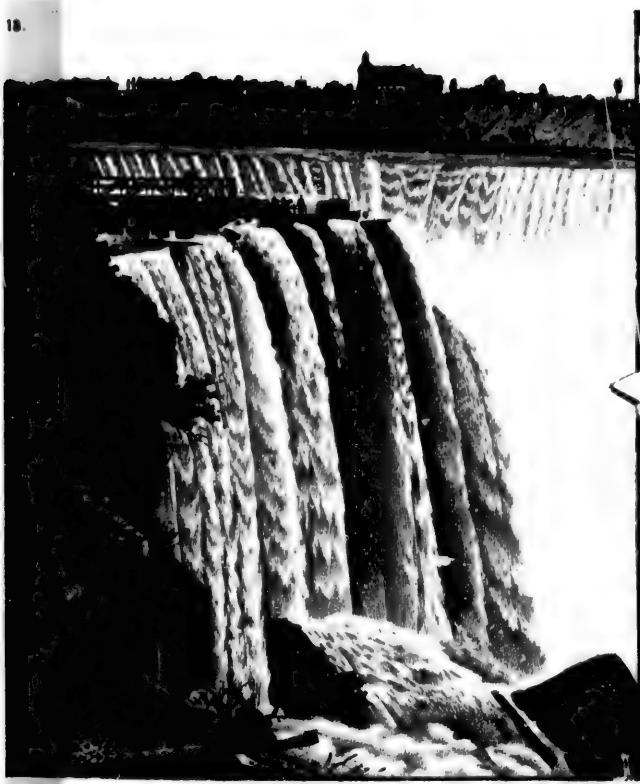
THE THOUSAND ISLANDS AND "RUNNING THE RAPIDS" OF THE ST. LAWRENCE.

PERHAPS no greater pleasure can be experienced by the visitor to Eastern Ontario, than is to be got from a sail from Kingston, through the Thousand Islands, and down the rapids of the St. Lawrence, to Montreal. If this trip is taken, the tourist had better go directly by rail from Ottawa to the city of Kingston, and there board one of the daily steamers of the Royal Mail Line, plying between

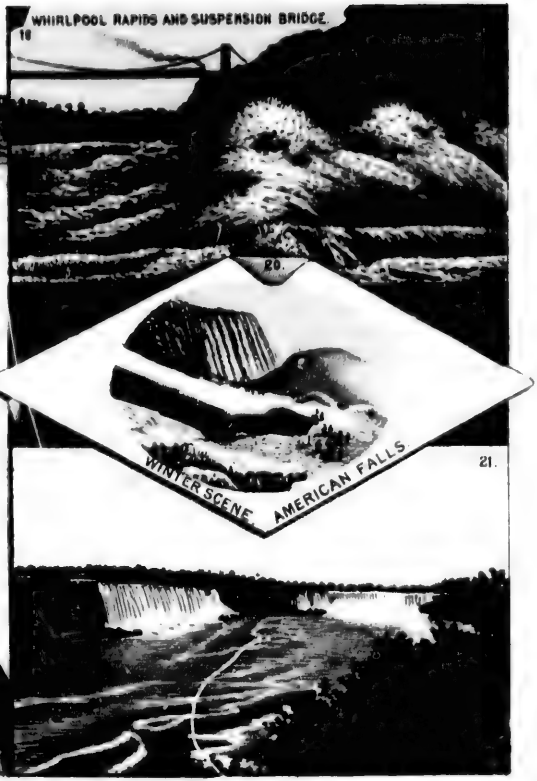
Toronto and Montreal. In the old historic city of Kingston the tourist will find sufficient to interest him during his brief visit. It occupies the site of Fort Frontenac, or Cataraqui, as the Indians called it, which played a prominent part in the French régime. Here La Salle, the discoverer of the Mississippi, built and launched the first vessel to sail on the waters of Lake Ontario. During the War of 1812, Kingston rose to importance as a British naval station and the chief dockyard and arsenal on the Canadian shores of the Lake. For a time after the union of the two older British Provinces, it was also the seat of the Canadian Government. The chief objects of present-day interest in Kingston are the Royal Military College and Queen's University, an important and flourishing institution in connection with the Presbyterian Church.

Boarding the Montreal steamer, an all-day sail of unusual interest and keenest pleasure lies before the tourist in the descent of the St. Lawrence. Almost at sunrise the steamer leaves Kingston, and, passing two Martello towers, enters the noble river and immediately begins to thread the labyrinth of the far-famed Thousand Islands. These are scattered over a length of nearly forty miles from Wolfe's Island to Brockville. The islands vary in size, form, colour, and general aspect, assuming an infinity of shapes and tints. There are about 1,800 of them, Wolfe Island, containing 9,000 acres, being the largest; the smallest scarcely affording room as a resting-place for Cinderella's foot. Some are covered with the brightest verdure, others mere barren peaks of rock. Many of the most beautiful have been purchased by private individuals—not a few being Americans—who have erected on them charming summer-houses and made the place gay with flags and bunting. The entire channel, or lake, as we may call it, abounds in sport—fin and feather. The Thousand Isles, however, can be appreciated only by the eye; every description we have yet read fails utterly to give an idea of their exquisite beauty. We shall not add another to the list; but pass on to the rapids. Below Prescott we enter upon the first of the series, the "running" of which constitutes such an exciting pleasure to all visitors to the St. Lawrence. The trip has one valuable feature readily appreciated by all. It combines the maximum of exhilaration with the minimum of danger. These rapids are surmounted, for vessels ascending the river, by a series of canals constructed and recently enlarged at great expense by the Canadian Government. The descent by lockage is over 200 feet. The first of the rapids is called the Gallopes, from an island of that name, then the Plat, followed by the Sault, increasing in force, but yet only preparing us for the longer and more swift descent not far below.

We now reach the first of the more remarkable descents in the bed of the St. Lawrence, and must



NIAGARA, HORSE SHOE FROM GOAT ISLAND.



NIAGARA FROM VICTORIA POINT.

CITY OF GUELPH.

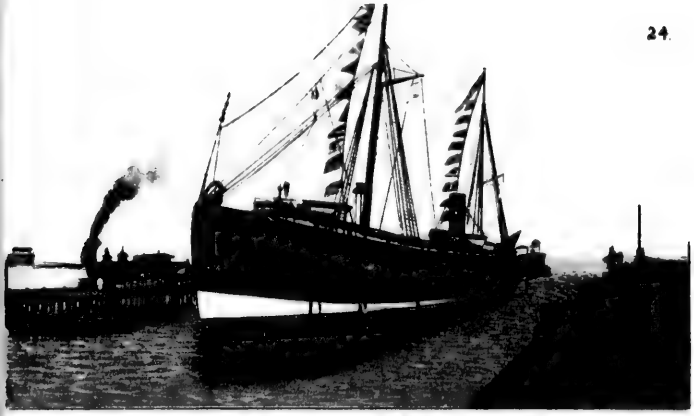
string our nerves before "shooting" the Long Sault, nearly nine miles in length. The steam is shut off, and but for the exertions of the helmsmen, the boat is at the mercy of a current flowing at the rate of fifteen or twenty miles an hour. This "going down hill by water" the traveller will find is most exciting. At times the stream glides smoothly in its descent; at others the waters have a fight for it, lashing each other, like the waves of the ocean, into a fury, and tossing the spray upward athwart the bow of the vessel. The deck is an inclined plane ascending from stem to stern, but there is little swaying motion, and there is little to alarm the most nervous, except an occasional thump forward, caused by a sudden plunge in the descent. The wheel-house of the vessel is extra-manned, and, in addition, the tiller at the stern, not used in ordinary waters, assists the wheel. Where two channels meet, at the end of Cornwall Island, the rapids give us a parting salute in one chaotic struggle, known as "the Big Pitch."

Passing the town of Cornwall, the river views are exceedingly fine. Westward are the tempestuous waters of the Long Sault, dancing and eddying about the islands; eastward, the smoother surface of Lake St. Francis, flowing almost imperceptibly seaward, as if the waters were ashamed of the angry scene through which they had lately passed. Just where the turbulent waters of the Long Sault begin to pass into the calm of St. Francis, at the village of St. Regis, passes line 45° north latitude, the boundary line between Canada and the United States. Thence to the sea both sides of the river belong to the Crown of Great Britain. The enlargement of the river, in Lake St. Francis, owes its formation to the vehemence of the waters of the Sault, which has scooped it out like a basin, twenty-five miles long and from five to six in breadth. But our limited space will not permit us to continue, with any detail, the rest of the exciting journey. The other rapids met with are the Coteau, the Cedars, the Cascades, the St. Louis and the Lachine. These increase in violence on their headlong course down the river, while the trip becomes more exciting, as great masses of rock rise as if to block the way, and the channel is hidden in spray. Our picture of the Lachine Rapids (8) is no exaggeration, but a faithful sketch of the thrilling situation. To add to the grandeur of the scene, the magnificent Victoria Bridge now opens upon the view, and, dashing on under it, the steamer proudly rights herself in calmer waters and is soon at her moorings in Montreal.

THE FALLS OF NIAGARA.

WE need not bracket any neighbouring city or sight with the Falls of Niagara—the mecca of every visitor to the New World. Their name fills the mouth, as the sight of them fills the mind and heart, of every spectator of their thrilling beauty and awe-inspiring majesty. Nor need we linger at Montreal, to tell how the traveller shall find his way thither. It will suffice to say, that he will of course make for Toronto, thence, either by rail round the head of Lake Ontario, or by steamer across the Lake, to Niagara. The "Clifton House" is generally the objective point of every tourist, as the hotel directly faces both the American and Canadian Falls, and from its windows and verandas an admirable view of the incomparable scene may be had.

To the local guide-books we must refer the visitor to this stupendous natural wonder, which annually attracts myriads of people from almost every country and clime, including not only the rapt admirer and awe-worshipping beholder of Nature, but the unimpressible holiday-idler or the scurrying traveller, who profanes the memory of the place by hastening off incontinently to record in print his shallow, immature impressions and cheap moral reflections. But the work of no scribbling poet or effusive penny-a-liner can stale the majesty of Niagara. Happily, of late, the cheap shows and vulgar traffic, as well as the infamous traps for the unwary traveller, which used to disgrace the neighbourhood of the Falls, are now, thanks to Government interference, removed, and one can enjoy undisturbed the full beauty and grandeur of the scene. Goat Island, the visitor will observe, parts the waters of the Niagara River into two mighty streams, the one, the smaller, falling over a straight-lined mass of limestone rock, and the other, the larger, sweeping with a thunderous noise over a hollow-curved ledge, into the great chasm below. The former is named the American Falls; the latter the Horse-Shoe, or Canadian, Falls. Both should be seen from the American, as well as from the Canadian, bank of the river; and a handsome suspension bridge, which spans the great cauldron into which the waters are precipitated, gives facility for viewing them from either side. The view from the Canadian side is the more grand and comprehensive; while that from the American side gives a more vivid and perhaps lasting impression of the massive force of the headlong currents. The magnificent race of the rapids, above the Falls, should also be seen by the visitor. This can be viewed both from the bridge which connects Goat Island with the American shore, and particularly from the islands, called the "Three Sisters," which lie a little way above the Horse-Shoe Cataract. The intrepid sight-seer may also delight himself with views of



C.P.R. STEAMER (OWEN SOUND TO PORT ARTHUR).

OWEN SOUND.

the Falls under the arch of waters, as they sweep over their projecting ledges of rock—if he cares to trust himself, enveloped in oil-skin suit, to the care of trusty guides, who will explore with him the awesome "Cave of the Winds" and "Cave of Thunders." A visit to the Falls, if practicable, should also be made in winter, when they are, to some extent, in the grip of the Ice-King. When the winter is a severe one, the spectacle is often surpassingly grand. A view of the river below the Falls, in the neighbourhood of the Whirlpool, will also repay the visitor, even if he contents himself with a momentary glance at it from the carriage-way under the railway Suspension Bridge. While in the neighbourhood, a visit by rail to Buffalo, at the mouth of the Niagara River, and which is here spanned by the fine structure of the International Railway Bridge, may be taken advantage of by the visitor. It will also repay him to visit Brock's Monument, on the historic ground of Queenston Heights, famed in the annals of the War of 1812. From this beautiful elevation, a magnificent view may be had of the windings of the Lower Niagara River, of the fine fruit country around, and of the waters of Lake Ontario in the blue vista.

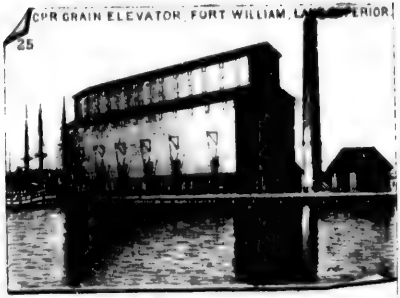
TORONTO, THE ONTARIO METROPOLIS.

A LITTLE more than two hours pleasant sail across Lake Ontario will conduct the tourist from the Niagara River to Toronto. "The Queen City of the West," as it is proudly called—unlike Quebec, Montreal or Ottawa—is no city set upon a hill. It lies on a flat plain, with a rising inclination to the northward, and covers an area of about twelve square miles. It has a spacious harbour, screened from the lake by a fine, island fender, a delightful summer resort of the citizens, and on which may be seen numberless picturesque cottages, and, within its enclosure, every species of craft gliding about in the bay. Beyond the wharves, rising up from the busy shore-front, are over two hundred miles of branching streets, which intersect each other, generally at right angles, and in which "live, move and have their being," nearly a hundred and fifty thousand souls. The chief streets devoted to retail business are King and Queen, running parallel with the bay and a few blocks north of it, and Yonge Street, cleaving the city in twain and extending to its northern limits. The portion of the city occupied by the large wholesale houses, the banks, financial institutions, loan and insurance companies, the Government and municipal offices, lies adjacent to the water-front. Close to the water-front, also, is the general railway

terminus. The residential part of the city lies chiefly to the north and west of the business section, and is well set-off and ornamented by neat villas, rows of detached or semi-detached houses, with boulevards, lawns, and fine shade trees.

A hundred years ago, the whole of the now fair Province of Ontario was a forest wilderness, and Toronto was unknown, save as a small French trading-post. In 1793, its foundations were laid by Governor Simcoe the first administrator of the Province, who also made it the Provincial Capital. The name which he then gave it, and by which it was long known, was Little York. In 1834, it was incorporated as a city, when it assumed the Indian appellation which it now bears—of Toronto. When it rose to the dignity of a city, it had a population of less than 10,000: to-day its population, as we have said, is close upon 150,000, and the value of its taxable property amounts to a hundred millions. Its strides in population, in the value of its imports and amount of ratable property are matched by its growth and development in other directions, and by the status to which the city has risen as the great mart and distributing centre of industry and commerce. To it, the rich Province of Ontario, with not a little of the great North-West, is tributary. It has become a vast commercial emporium, a great railway centre, the literary "hub" of the Dominion, the mecca of tourists, an Episcopal and Arch-Episcopal See and the ecclesiastical headquarters of numerous denominations, the seat of the Law Courts, the Provincial Legislature, the universities, colleges, and great schools of learning. In addition to all these, it has also become a most attractive place of residence. Besides its varied modern life and its commercial and intellectual activities, Toronto is not lacking in an historic past, and, as antiquity goes in the New World, it has not a little to feed and to gratify the historic memory. Into this, however, we cannot here go; nor have we space to deal in any detail with the city's sights. All we can do is to indicate, briefly, its chief attractions, and to refer the visitor to the fuller local sources of information.

The chief buildings that will strike the eye of the visitor, as he drives through the business portion of the city, will be the public offices of the Dominion Government, the Post Office (see illustration), and the Custom House; the banks (and, notably, the branch institution of the Bank of Montreal, and the head offices of the Canadian Bank of Commerce); the palatial offices of the great Insurance, Loan and Financial Companies; the homes of the leading newspapers; the many fine hotels and clubs, and the massive marts of industry and commerce. At present the Legislature, the Local and County Courts, and the municipal machinery, are all poorly housed; though new Parliament Buildings, of an imposing character



PORT ARTHUR (HEAD OF LAKE SUPERIOR)

and worthy of the Province, are now in course of erection in the Queen's Park; while a new site, centrally situated, has recently been acquired for a handsome City Hall and Court House. The city's churches are many and beautiful, the denominations seemingly vying with each other as to which of them shall adorn Toronto with the most costly edifice. Without incurring the charge of invidiousness, we may be permitted to name what may be taken as the finest buildings of each of the chief sects: St. James' Cathedral (Episcopal), St. Michael's Cathedral (Roman Catholic), St. Andrews' (Presbyterian), the Metropolitan Church (Methodist), Jarvis Street (Baptist), and College Avenue (Congregational). In all, the number of the city's churches exceeds one hundred and twenty, exclusive of mission houses, and the headquarters and branch barracks of the Salvation Army.

Next to the churches, the educational institutions, and notably the National University, are the pride and glory of Toronto. In St. James's Square, are situate the Provincial Education Department, the Museum and Art Rooms, and the Normal and Model School Buildings. Here are the headquarters of the educational system of Ontario, presided over by a Minister of Education, who is also a member of the Provincial Executive. In the Queen's Park, beautifully approached by a mile of chesnut trees, which flank the College Avenue, is the University and College of Toronto. This grand Norman pile is justly considered the flower and climax of Toronto's architecture, and ranks next, in imposing beauty, to the Parliament Buildings, Ottawa. The University is governed by a Chancellor and Vice-Chancellor, with the members of the Senate and Convocation. The affairs of University College are directed by a council, composed of the President, Vice-President and the Professorial staff. There are ten professors attached to the College, besides a number of lecturers and tutors. Affiliated with the University are the theological colleges of the Roman Catholic, the Presbyterian, and the Baptist communions, and the Evangelical section of the Anglican Church. Victoria University, the Methodist training institution, is about to remove from Cobourg to Toronto, and to be affiliated with Toronto University. New buildings, on a new site, for Upper Canada College, are under construction for this old and historic educational institution. The Anglican Communion have, in Trinity University and College, a fine academical institution and training school in arts, medicine and divinity. It stands in a park of twenty acres, with a background of romantic beauty, in the west end of the city. The great law courts of the Province, and the library and convocation hall of the Law Society of Upper Canada, are nobly housed in Osgoode Hall, one of the chief "show places" of the city.

THE PROVINCE OF ONTARIO AND THE GREAT LAKES.

BEFORE the traveller sets out to make connection with the through line of the C.P.R. for the Far West, he will no doubt wish to see a little more of the rich Province of Ontario than his visit to the Falls of Niagara and to Toronto will have permitted. The geographical position of Ontario, the most southerly of the Provinces of the Dominion, as the traveller will observe from the map, gives it a great advantage, in an economical point of view, over the other Provinces within the Confederation. It has another and an important advantage, also, in the proximity of the great lakes, by which it is partly surrounded, and which not only modify its climate, but materially contribute to its trade and commerce. It will be seen, moreover, that the Province is largely intersected by railways, which have given a great impetus to trade and facilitated settlement, besides being an important factor in its civilization. But that part of the Province from the Ottawa to the Detroit Rivers, and from Lakes Erie and Ontario to Lake Huron and the Georgian Bay, is not all of Ontario, though it is its chief cultivable and populated area. It extends westward, along the north shore of the great lakes, to the Lake of the Woods, adjoining the Province of Manitoba; while its northern boundary is James Bay and Albany River. Within these confines, its area is about 220,000 square miles, or nearly two-thirds the area of British Columbia, the largest of the Provinces of the Dominion. The population of Ontario is in the neighbourhood of two millions, a fair showing, it will be admitted, for a territory so much of which has but lately been opened up, and the whole of which, a hundred years ago, was an unbroken wilderness.

Ontario owes its first settlement by Europeans to what are termed the United Empire Loyalists, a devoted band of British colonists who left their homes in the revolted colonies and sought a resting-place under the old flag, chiefly in New Brunswick and in Upper Canada. After the Revolutionary War about 30,000 of these Loyalists came into the British American Provinces, nearly a third of that number settling on the Upper St. Lawrence, in and about Kingston and the Bay of Quinté, in the Niagara region and along the Detroit River. To them, in the main, fell the lot of first subduing the forests, and of bringing the rich tracts of virgin land in what was then known as Upper Canada under cultivation. The trials and privations of those Loyalists and the other first settlers in the Province form a pathetic incident in its early annals. But stout hearts and willing hands accomplished much, and despite harassing and impeding events, such as the War of 1812 and the long struggle

MAIN STREET, WINNIPEG.

for self-government, the Province was rapidly wrested from the tyrany of Nature and made to become a fair and fertile possession.

The work of opening up the country was, naturally enough, at first slow; yet settlement was added to settlement, town to town, and in the latter stages of its development—particularly after the advent of the railway era—city was added to city. The industrial and social evolution of Ontario, especially within the last half century, is so remarkable as to be almost without a parallel in the history of the communities of the New World; and it is so gratifying a circumstance that its people may well point to it with pride. Its progress so far is a good augury for the future, and should inspire its people with increasing hope and confidence. Nor is its progress alone material. Education has done great things for Ontario; and the Province can boast of a degree of public intelligence and an intellectual and moral status as high as, and probably higher than, the average among the poeples of the Old World. This statement, the visitor to the Province will find a matter of easy verification, either by an inspection of the schools, by a study of the newspaper and periodical press, or by actual contact with the people.

Of the material progress of Ontario the visitor will no doubt want to see something; and a tour through the Western peninsula, taking in the cities of Hamilton, St. Catharines, Brantford, Guelph, St. Thomas, Stratford and London, will be helpful in forming opinion. Each of these cities may be said to have its own individuality and to represent, in some measure, the industrial characteristics or agricultural capabilities of its own region. St. Catharines is finely situated in the centre of the Niagara fruit district, and is the chief town in what may truly be termed the garden of Canada. Nature has been very bountiful to the region, for it is famed as a fine grape and peach-growing country; while the city itself is a great resort for invalids. At St. Catharines something will be seen of the Welland Canal, that magnificent artificial waterway which connects Lake Erie with Lake Ontario, and which has been constructed to facilitate navigation impeded by the Falls of Niagara. Hamilton, which its citizens have designated the "Ambitious City," is beautifully situated on Burlington Bay, the "Fond du Lac" of early French exploration in Lake Ontario. The busy, thriving city lies prettily between the Bay and that portion of the Niagara Escarpment that trends north-eastward from the Niagara River to the Georgian Bay, known historically as Burlington Heights. It is the fourth most populous city in Canada and is a large manufacturing centre. For many years it was the headquarters of the Great Western R. R. of Canada, now incorporated with the Grand Trunk system. A drive or stroll up to "The Gore," the fine public

gardens in the heart of the city, will enable the traveller to see something of the enterprise of Hamilton. Proceeding westward, one of the finest views in the Province, that of the Dundas Valley, may be had from the railway on the way to Brantford. This, the county town of Brant, is situated on a slope overlooking the Grand River. Both county and town commemorate the name of Joseph Brant, the Mohawk chief who so valiantly fought for Britain during the Revolutionary War. His remains rest at a Mohawk village in the Indian reservation, not far from Brantford. On the reservation is a chapel which possesses a communion service of silver, donated by Queen Anne. In the city itself, there has recently been erected a splendid monument to the memory of Brant.

Continuing our way westward, London, or as it has been irreverently called, "London the Less," is shortly reached. It is the county town of Middlesex, and one of the instances of rapid and yet substantial growth to which Canadians point with pride. It has all the natural advantages that could be desired for a city save the vicinity of navigation. This lack is partly atoned for by the fine agricultural country which surrounds it and which is tributary to its importance and wealth. Picturesquely placed upon a "bluff," overlooking the Valley of the Thames, London is worthy of a visit for its scenery alone. A cockney would find himself at home here, so far as names are concerned. He could go along Piccadilly, Regent Street, or the Mall, and could cross the Thames either by Blackfriars or Westminster Bridge. London is a cathedral city, being the seat of the diocese of Huron, and it has a theological seminary and several educational institutions in connection with the Episcopal Church. The public buildings of the city are for the most part neat, and occasionally imposing. They are chiefly situated on the city's principal arteries, Richmond and Dundas Streets, the latter, like Yonge Street in Toronto, however, being merely the urban portion of a main post road. On these principal arteries of the city, are also to be found the leading churches, among the more notable of which are the Anglican Church of St. Paul, the Roman Catholic St. Peter's, the Scotch Church of St. James, and the Methodist Church on Queen's Avenue.

Branching off southward, in the direction of Lake Erie, is the thriving city of St. Thomas, which has recently come into note as a railway centre. It is reached from London by the London and Port Stanley R.R., and is on the main line, westward to Detroit, of the Canadian Pacific and Michigan Central Railways. By the latter, it has also direct communication with Buffalo and the East. St. Thomas is the seat of Alma College, and of an excellent Collegiate Institute, one of the hundred secondary schools of the Provincial educational system.

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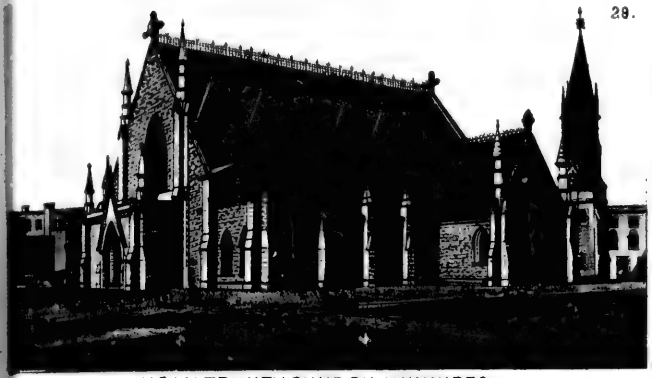

HOLY TRINITY CHURCH, WINNIPEG.

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CITY HALL, WINNIPEG.

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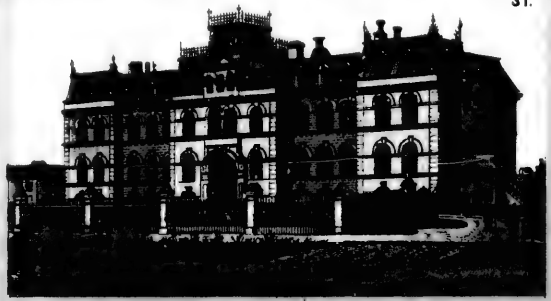

PARLIAMENT BUILDIGNS, WINNIPEG.

About midway between St. Thomas and the Detroit River, is Chatham, the county town of Kent, in the neighbourhood of the St. Clair flats. The flats cover an area of about forty square miles, "occupied by lagoons and river-islands, forming the paradise of wild duck and the elysium of the sportsman." The population of Chatham is rather heterogeneous in character, about 500 being of French extraction, the remnants of the old Gallic rule, which has also left traces in the local topography of this county and of the neighbouring county of Essex. There are, moreover, several hundreds of Germans in the town, and as many negroes, the descendants, in the main, of those who escaped into Canada during the slavery régime in the United States.

On the Detroit River, at the end of the Province, is Windsor, a neat but small Canadian town, which is, however, overshadowed by the American city, Detroit —its great rival across the river. Detroit, as its name indicates, is of French origin, and has more than once been the scene of sanguinary passages at arms. The early history and varied fortunes of this outpost of civilization have not yet met a fitting historian. It is intimately associated with Canadian history in both French and English periods. The story of French exploration and adventure—the abortive siege by Pontiac, foiled by the Ojibway girl who disclosed the scheme—the contest with the French and their Huron allies—the rather precipitate surrender to Brock by Hull—the recapture by the Americans, with all the romantic incidents of these struggles (partly told by Charles Mair, the Canadian poet, in his drama of *Tecumseh*), would form a most attractive chronicle.

Our rapidly contracting space, we regret, will not permit our sauntering further over the Province. We must at once get back to Toronto and set out on the overland journey to the Pacific. Before returning to the Capital, the traveller should however see, if possible, some of the other cities and towns in the heart of the Peninsula. Woodstock, Ingersoll, Berlin, St. Mary's, Stratford, and Elora, are all thriving towns (Stratford, indeed, is now a city), each being noted for its special industry. Sarnia and Goderich, on Lake Huron, and some of the growing towns east of Toronto, such as Bowmanville, Cobourg, Port Hope, Belleville, Peterborough, and Lindsay, should also be seen by the traveller.

Galt, an important woollen manufacturing town on the Grand River, and Guelph, on the Speed, which joins the Grand River at Preston, should not be overlooked by the tourist on his way back to the Provincial Capital. Both Galt and Guelph are closely identified with the novelist, John Galt, the author of *Lawrie Todd*, who, about sixty years ago, was their founder, when he came to the Province as the agent of an old country land syndicate, familiarly known as the Can-

ada Land Company. The "Royal City" of Guelph, named by Galt in compliment to the ruling Hanoverian family, is pre-eminently a farmer's town, and the chief seat in the Province of agriculture [see illustration]. It is situated in the choicest of the grain-growing and pasturage lands of Ontario; and here, naturally enough, is located the Provincial College of Agriculture and Experimental Farm. The town itself is handsome, with more than a fair share of fine buildings, public and private. It has the usual supply of mills and factories, schools and churches. As the centre of a rich grain and grazing country, its market is always well supplied with all sorts of farm and dairy produce. But we now return to Toronto.

BY THE GREAT LAKES TO THE FAR WEST.

THE waterways of Canada have been potent agencies in its commercial and industrial development, and a great factor in the opening up of the country. They may not have the rich historic memories that cling to the lakes and rivers of the Old World, though they are not lacking in local interest, and many of them have a proud tale to tell of daring exploits and noble heroism. But whatever their history, they are dear to the hearts of numberless pioneers who have either settled about them, or bravely probed them in search of honest homes and kindly firesides. In the blazoned annals of human endeavour, these early pioneers and first settlers of the country find no place, however humble; yet to them, and to their toil and suffering, Canada and her people to-day owe almost everything. Besides the great lakes, perhaps the most notable feature of Ontario, as it is also a feature of the entire Dominion, is the immense number of creeks, streams and rivers, which vein the whole country and add to its picturesque beauty. As we have said, these waterways have given facilities to commerce and been instrumental in promoting settlement. In early days, moreover, when they were more the resort of fin and feather than they are now, they were the means of supplementing the settler's larder. How serviceable they have been to trade and commerce, in the water-power afforded by nature, the lumberman and miller also well know. In recent years, when the lumber trade has receded to the back settlements, these streams and sheets of water have been chiefly valued for their picturesqueness and their consequent attractiveness as summer resorts. Notably is this the case with the many small lakes and streams that lie beyond Lake Simcoe and along the line of the C. P. R., north and south of the town of Peterboro'. Most of these will be found worthy a visit by the tourist, either for their romantic beauty, or as fishing resorts, and, in the season, as the stalking-

ROSSER AVENUE, BRANDON MAN.

ground of moose and deer. The most attractive waters in the Peterboro' region are Rice, Scugog, Sturgeon, Balsam, and Stony Lakes. Those, north of Lake Simcoe, that draw the summer visitor to their waters, are the lakes of the Muskoka chain—Muskoka, Joseph, and Rosseau—and the smaller and easterly group, tapped by the two branches of the Muskoka River—Lake of Bays, Peninsula, Fairy, Vernon, and Mary Lakes. The Muskoka Lakes are the most frequented, as the number of summer hotels and islands occupied by campers prove; while the steamboat service on the lakes furnishes every facility for reaching them. The visitor should not fail, if the season be summer, to make a tour round these charming sheets of water. They open a panorama of thrilling pleasure and delight to those who enjoy lakeland scenery and are susceptible to the charms of Nature in wild open disarray or in coy seclusion.

But tempting as these resorts are, as well as many others in the Muskoka region, and along the island-gemmed shores of the Georgian Bay, of which we have not spoken, we must set forth with the traveller, without further detention, on the through route to the West.* At Toronto, the tourist has the choice of two routes to the prairie Province and the Canadian North-West, one wholly by land, and one partly by land and partly by water. By the former, if that be his choice, he will leave Toronto by the northern section of the Grand Trunk and make connection at North Bay, at the eastern end of Lake Nipissing, with the main line of the Canadian Pacific. There he will proceed westward, *via* the north shore of Lake Superior, to Port Arthur, at the head of that great inland sea of the continent. Here we shall detain him in his journey until we can overtake him by the other route, viz., by rail to Owen Sound, on the Georgian Bay, thence by the fine steamers of the C.P.R. Co., on Lakes Huron and Superior, to Port Arthur, on Thunder Bay. It is perhaps proper here to say, that the west-bound traveller has the choice of a third route, though only in part a Canadian one, viz., that *via* St. Thomas, Detroit, Chicago and St. Paul, thence by the St. Paul, Minneapolis and Manitoba R.R., through the State of Minnesota, and down the Red River Valley, to Winnipeg. Presuming, however, that the traveller will take the route by the Great Lakes, as the most interesting and enjoyable, of those through Canada at any rate, we shall set out with him over that route and make our way by rail from the Provincial Capital to Owen Sound.

This route will take the traveller through the rich farming country of Central Ontario, over the C.P.R.,

*Those interested in these lakeland regions of the Free Grant District may, for further and more detailed information, consult the present writer's "Guide to Muskoka" (Toronto: Wm Bryce).

a branch line of railway formerly known as the Toronto, Grey and Bruce road, but now brought under the Canadian Pacific system. At Owen Sound (see illustration), a prettily situated town on an inlet of the Georgian Bay, one or other of the fine Clyde-built steamers of the Canadian Pacific Steamship Line will be found ready to sail. These steamers are handsome, substantial vessels, with a decided sea-going look, as befits their work in buffeting the occasional storms of the great inland sea of Superior. They are exceedingly safe as well as comfortable, are handsomely appointed, well found, and well officered. The route through the Georgian Bay and Lake Huron is that known as the south channel passage, and though not so picturesque as the northern one, is safer and less intricate for large vessels with a deep draught. The northern channel passage can be taken, however, as far as the Sault Ste Marie, on smaller steamers; and, if time is no particular object, we should recommend the tourist to take this exceedingly picturesque route. At Killarney, on the Algoma shore, the beauty of the route will begin to reveal itself. From this pretty Indian village to the "Soo," the steamer passes through a devious channel between the mainland and the Manitoulin Islands, the coast line on either side being full of craggy headlands and rugged indentations. The channel itself is studded with innumerable islands, of all forms, sizes, and degrees of elevation.

Soon after passing Killarney, which is a quiet fishing village on the rocks, recalling some kindred spots, it is said, in Brittany, we pass into a lovely bay studded with islands as the firmament is studded with stars. On the right rise the sterile mountains of La Cloche; on the left is the Great Manitoulin—the abode, in the Indian mythology, of Manitou, the Great Spirit. Everywhere are the evidences of geological convulsion, during the reign of fire, earthquake and volcano. Yet the islands have gathered soil to cover their gaunt bones of rock, and stand out like emeralds upon the glassy surface of the channel. The endless variety of these islands is absolutely enchanting. To one who has never visited them, the constant change of scene, the play of nature, infinite in her resources, can scarcely be conceived. Between the bit of angular rock just emerging from the surface, and the large islands of many thousand of acres, there is an infinite series. Some are barren or clad only with moss; others bright with the freshest verdure: on some the warmly-tinted foliage of the Canadian maple, the birch, and the pine, throw an air of cheerfulness even on the rocks of the main shore.

Twenty-five miles from Killarney is Little Current, opposite La Cloche Island. Here the visitor may meet with a few worthy successors of the early Roman Catholic Missionaries who suffered and died for Christianity in the French *régime*; and whether

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GRAIN MARKET, BRANDON.

PACIFIC EXPRESS ARRIVING AT BRANDON, MAN.

Protestant or Catholic, he will not be disappointed with an interview, however brief, with the Fathers on Manitoulin. Proceeding on our way, we pass successively, Spanish River, Bruce Mines, and St. Joseph Island, and enter the narrow channel of the St. Mary River. This rapid and broken current is at once the outlet of Lake Superior and the boundary line between Canada and the United States. An hour or two's delightful sail brings us to the dual town—one on the Canadian and one on the American side of the river—of Sault Ste. Marie. Both are situated near the foot of the rapids which here obstruct navigation between Lakes Superior and Huron. The current in the rapids runs at the rate of from fifteen to twenty miles an hour, and forms an impassable barrier to the passage of vessels of any description. A canal, constructed on the American shore, obviates the impediment to navigation.

The "Soo" is beautifully situated, and forms one of the favourite summer resorts in this healthy region. It has of late sprung into great importance as a railway centre, since the Canadian Pacific constructed their branch line from Sudbury along the Algoma shore to this point, where it connects with the western railway system of the United States. It was at the Sault, in 1671, that Father Allouet planted the cross and took possession of the country in the name of the French King, Louis XIV. The influence of these early Jesuit missionaries is still potent among the Indian tribes, even as far west as the Rocky Mountains.

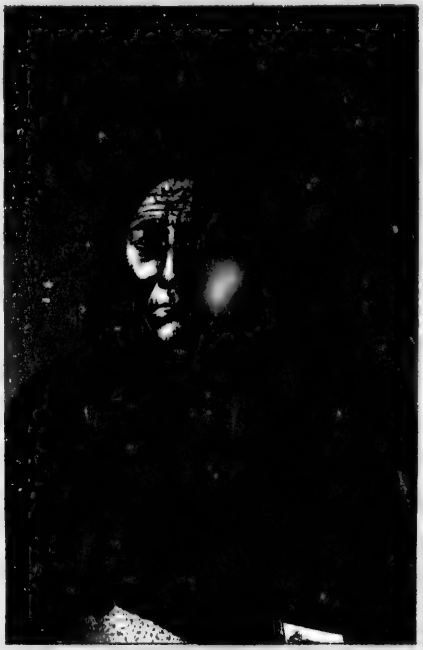
Leaving the "Soo," a short sail brings us to the head of the St. Mary River and the entrance to Lake Superior. This lake, which the Indians call "Gitchee Gumee," or Big Sea Water, covers an area of 33,000 square miles. It is about 400 miles long by 160 broad. Its shores are almost uninterruptedly rock-bound, the cliffs varying from 200 to 1,500 feet in height; the north, or Canadian, side being pre-eminently grand and rugged. On the southern side, the objects of interest are the Pictured Rocks, Porcupine Mountain, the Twelve Apostles' Islands, and the town of Marquette, the seat of the rich iron trade of the region, and the distant city of Duluth, in Minnesota. The steamer takes its course directly across the widest part of the lake, and less than twenty-four hours' sail brings us within sight of Isle Royale and the lofty purple promontory of Thunder Cape. The whole north shore, as we have said, is wild and rugged, with beautiful bays and lovely islets, as well as innumerable streams, that force their way over the rocky barriers. The region about Nipigon Bay, which extends for many miles between the rocky islands and the dark frowning cliffs of the mainland, is perhaps the wildest and most picturesque portion of the lake shore. Here, could we visit it on the present trip, the visitor would find himself in the region where fire,

earthquake and volcano have rent and melted and hurled about the strata near the surface of the earth in the most grimly playful of moods. To the sportsman, whether with rod or gun, the artist, the geologist, or the pleasure-seeker, this wild archipelago presents unrivalled attractions. The whole region of the north shore of Lake Superior is understood to be rich in minerals. Near to Thunder Bay, which the steamer enters, to make for Port Arthur, is the once renowned Silver Islet. This insignificant speck upon the surface of the lake some years ago attained great importance in the estimation of the mining companies, for, within its circumscribed space of about eighty feet square, untold wealth of precious metal was to be got out of the mine, and for a time the yield indeed was enormous. But we now pass the magnificent headland of Thunder Cape, which rises grandly into a nigh bold wall of quartz, nearly 15,000 feet above the lake, and steam to moorings in the thriving modern town of Port Arthur.

FROM PORT ARTHUR TO WINNIPEG.

THIS rapidly rising northern town, at the head of Lake Superior, may be said to be almost wholly a creation of C.P.R. enterprise, though under the name of Prince Arthur's Landing it dates back to Confederation. Since the opening of the Lake Superior section of the great national highway, and of the improved steamboat service on the great lakes, the town has risen greatly in importance. It has all the outfit of a great railway centre and shipping port—wharves, docks, elevators, warehouses and stations—and its situation, in the heart of an incredibly rich mineral region, must give it increasing eminence. Its proximity to the Lake Nepigon country, one of the finest of the untapped regions for sport in Canada, will also increase the attractions of the place, for sportsmen, at least. Five or six miles to the westward of Port Arthur is Fort William, at the mouth of the Kaministiquia River. On this river, some little distance from its mouth, are the Kakabeka Falls (see illustration). Fort William and the region about has an interesting history in connection with the fur trade and with early exploration in the Far West. For long it was an important Hudson's Bay Depot for furs and stores of all kinds, and at one time it was the headquarters of the North-West Fur Company, until its union, after a desperate struggle, with the old monopoly. Port Arthur has now thrown the old trading-post completely into the shade; though it will always be worth a visit, for its historical interest, and for the tranquil beauty of its surroundings on lake, mountain and river.

We now commit ourselves in earnest to our through trip, *via* the C. P. R., to the Pacific. At the station we board the train which has come from Montreal,



NORTH. WEST INDIAN CHIEF.

35.

INDIAN WITH TRAVERSE ON THE PLAINS

37

SQUAW WITH PAPOOSE ON BACK & TEPEE (WIGWAM)

REGINA, DISTRICT OF ASSINIBOIA

39.

MEDICINE HAT.

via Ottawa and Lake Nipissing, and through the labyrinths of rock and timber that beset the iron highway north of Lake Superior, and which at Port Arthur sets out on the first of the Western sections of this great railway enterprise. Port Arthur is precisely a thousand miles from Montreal, and Winnipeg is four hundred and twenty-three miles west of Port Arthur. The time consumed in making the trip from Montreal direct to Winnipeg is two and a half days. The four hundred and twenty-three miles from Port Arthur to Winnipeg occupies nineteen hours. From Port Arthur westward, the road is run on the twenty-four hour system, which abolishes the a.m. and p.m. time designation, and makes the hours from noon till midnight those from 12 to 24 o'clock. By the time-table at present adopted, the hour of departure from Port Arthur to Winnipeg is 14.25 o'clock, or 2.25 p.m.: the through express is due at Winnipeg at 9.30 on the following morning.

It is not a little curious to contrast with this expeditious and comfortable travelling between the head of Lake Superior and the old Red River settlement, long known as Fort Garry (now the City of Winnipeg), the long and toilsome mode of getting between these two points, before the recent railway facilities supplanted the wearisome canoeing and portaging, over what was known as the Dawson route, and the equally wearisome methods of getting over the same ground by the old trappers and *voyageurs* of the halcyon days of the Fur trade. What is now accomplished in nineteen hours by rail, it used to take weeks of toil to accomplish in the Fur-trading era. When Colonel (now Lord) Wolseley led the Red River expeditionary force, in 1870, over this same route, to quell the first Riel rebellion, he was *three months* in getting over the ground, so many and difficult were the natural obstacles in his way. The character of the country will be seen by the traveller as he passes over it. It is wild and rugged in the extreme, and can be of service only to the lumberman and miner, though its wildness and ruggedness constitute its chief charm to lovers of the picturesque. It abounds in the loveliest and most alluring of lakes, from the tiny pool on the rough Laurentian ridge that traverses the country to the fine sheet of water, with its beautiful setting of timber and rock, historically famed as the Lake of the Woods. Besides these lakes and lakelets, the region is veined by innumerable streams, literally swarming with trout, and very wooing to lovers of the "gentle pastime." Its forest wealth and mineral riches are incomputable, and therefore must be "untold." In verification of the abounding riches of the region, we quote the following from a practical observer, who may also be trusted to be a good authority:—"But wild and rough as it is, this country is full of natural wealth. Valuable minerals and precious

metals abound, and from here, mainly, is procured the timber to supply the prairies beyond. As we draw nearer to the prairies, great saw-mills begin to appear, with piles of lumber awaiting shipment; and at all the stations are large accumulations of timber to be moved westward—firewood, fencing, and beams and blocks for all purposes. Many men find employment in these forests, and villages are growing up at intervals. And, strange as it may seem, hardy settlers are clearing the land and making farms in the wilderness; but these are Eastern Canadians who were born in the woods, and who despise the cheap and ready-made farms of the prairies." The chief stations on this section of the railway are Rat Portage and Keewatin, to the north of the Lake of the Woods, and Selkirk, on the Red River, about half way between the City of Winnipeg and the lake of the same name.

Before entering the Prairie Province, let us make a brief reference, with some statistical facts, to the Canadian Pacific Railway Co., to whose enterprise the traveller is indebted not only for the facilities which the splendidly equipped road affords in getting through British territory to the Far West, but for the measure of comfort, and even luxury, he will have enjoyed in availing himself thus far of the Company's service. Though the Canadian Pacific Railway Company was organized for the purpose of building this great national highway so recently as 1881, when it received its charter and entered upon its contract with the Dominion Government, the project of constructing a road across the continent within British territory, and by it connecting all the Provinces of the Dominion, was mooted so far back as 1867, when Confederation was accomplished. The idea grew upon the mind of Canadian statesmen as the project was seen to be necessary to the linking together of the far-severed Provinces under Dominion rule, and not only that, but as the construction, equipping, and running of the road would be of service to the Empire at large, in enabling the Imperial country to make use of the line for military and postal purposes. In fulfilment of the idea, the Dominion authorities sent out and maintained for many years large and efficient corps of engineers and surveyors to determine the most feasible route for the line to take, and to gather all necessary information as to the practicability of constructing the road, and to estimate what its probable cost would be. This consumed years of time and cost millions of dollars to the country. After this came several attempts at partly building the road, and long and vexatious delays in negotiating with companies likely to assume the great outlay and responsibility of building it, either on their own account or for the Government. Into all this too familiar tale we need not here and now enter, nor need we refer to the political controversies which raged round the under-

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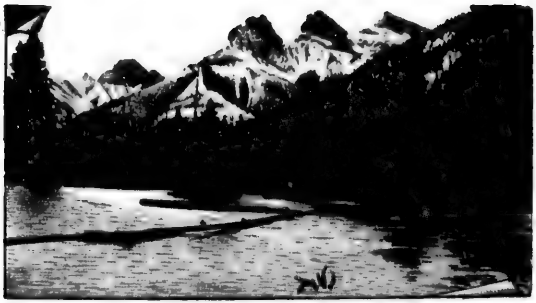

CANMOPF THE THREE SISTERS.

CALGARY, ON THE C.P.R.

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taking. It will suffice briefly to say that after much and long negotiation, arrangements were finally come to with the present Canadian Pacific Railway Company to construct the road, with the aid of large subventions in money and large grants of land from the Government of the country. The Company, as we have already said, was organized in 1881, and it immediately and vigorously set to work upon its great contract. Its agreement with the Dominion Government was to complete the line within ten years. Vast as was the undertaking, and almost incredible as was the labour in laying out and building the line, particularly in the Rocky Mountain section and in the wilderness portions of the road lying to the north of Lake Superior, the great work was completed by the close of 1885, and soon thereafter was in running order. Here we must quote from the railway authorities themselves, to enable the reader to form something like an adequate conception of this gigantic work, and of the conscientious thoroughness with which the Company has carried out its bargain with the country:—

"The energies of the Company had not been confined to the mere fulfilment of its contract with the Government. Much more was done in order that the railway might fully serve its purpose as a commercial enterprise. Independent connections with the Atlantic seaboard were secured by the purchase of lines leading eastward to Montreal and Quebec; branch lines to the chief centres of trade in Eastern Canada were provided by purchase and construction, to collect and distribute the traffic of the main line; and other branch lines were built in the North-West for the development of the great prairies.

"The close of 1885 found the Company, not yet five years old, in possession of no less than 4,315 miles of railway, including the longest continuous line in the world, extending from Quebec and Montreal all the way across the continent to the Pacific Ocean, a distance of 3,050 miles; and by the midsummer of 1886 all this vast system was fully equipped and fairly working throughout. Villages and towns and even cities followed close upon the heels of the line-builders; the forests were cleared away, the prairie's soil was turned over, mines were opened, and even before the last rail was in place the completed sections were carrying a large and profitable traffic. The touch of the young Giant of the North was felt upon the world's commerce almost before his existence was known; and, not content with the trade of the golden shores of the Pacific from California to Alaska, his arms have already stretched out across that broad ocean and grasped the teas and silks of China and Japan to exchange them for the fabrics of Europe."

WINNIPEG, THE CAPITAL OF THE PRAIRIE PROVINCE.

WHILE we have been making this digression our train has meantime emerged from the rugged woods, made a brief halt at Selkirk, and speeding along the Red River Valley, has crossed a fine iron bridge that spans the river and entered the capital of the Prairie Province. To contrast the Winnipeg of to-day with the Fort Garry, the local Hudson Bay post of twenty-five years ago, is relatively to contrast the modern British metropolis with the Londinium of the Romans; and to reach it from civilization was, but a few years ago, as difficult as it was to reach York from London at the time of the Heptarchy. What the place looked like when the Dominion, in 1869, acquired the rights of the Hudson Bay Company, may be gathered from the following account by an old resident of Winnipeg, when about that time he reached the Red River Settlement from the Mississippi: "I remember well," writes this early settler, "the difficulties experienced during my first trip to Fort Garry, the site of the present City of Winnipeg. An Indian pony attached to a rude ox-cart was the only conveyance to be had, and with that I set out to travel 600 miles over the houseless prairie to my destination. . . . . To-day you may make the journey in less than twenty-four hours (which originally took me three weeks), seated in a comfortable Pullman car, instead of the Red River cart of former years. When I first travelled over the route no horses were to be met with, no settlers to offer you hospitality; the cart trail of the prairie was the only mark to guide you on your way. Now the country is studded with farms and farmhouses; cities, towns and villages have sprung into existence, and railways are to be found running in every direction. . . . . Never shall I forget the scene that presented itself when I first saw Fort Garry. Hundreds of Indian lodges and tepees covered the plain, many of the aborigines and plain-hunters having congregated at the spot to obtain supplies for the winter hunt. Half a mile from the fort stood about a dozen houses, the homes and shops of the free-traders. There were not, I suppose, one hundred men, all told, living in the place where to-day is a city of over 30,000 inhabitants."

And Winnipeg's progress is, in large measure, that of other towns within and without the Province. As if by enchantment, have sprung up villages and hamlets in favourable locations over the great face of the country. Maps of the line of the Canadian Pacific Railway give but a meagre idea of the number and rapid growth of these yet infant settlements; and, to see them with one's eyes, one can scarcely realize the fact that but a few years ago these villages and towns

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42.

BANFF- C.P.R. HOTEL

were non-existent and their sites were the virgin prairie. The situation of Winnipeg, though low and flat, we can well understand was, in the fur-trading era, an attractive and advantageous one. It occupies the old site of the North-West Fur Company's trading-post, Fort Gibraltar, at the confluence of the Assiniboine and Red Rivers, and about thirty miles south of the outlet of their combined waters in Lake Winnipeg. Situate at the junction of these two noble rivers, which fertilize a great valley, and with an incredibly rich country around, we can well imagine how the early site of the present city was selected as a trading-post and fur mart by the trappers of the old fur companies, and how it came to be chosen by the ill-fated immigrants of Lord Selkirk's colony, at the beginning of the century, as a desirable region for settlement and colonization. Beautiful as was the situation, though the region was a wilderness, the infant settlement had a long and weary struggle with nature, pitifully aggravated by the enmity of the fur-traders, who were hostile to colonisation, before the day of promise dawned upon their hopes. This story of the Selkirk colony and its contests with the Nor'-Westers we cannot here go into, though it is replete with dramatic incident, for the colony had a painfully harrowing and chequered career. Nor can we deal with the two Reil rebellions and the resistance of the French half-breed population to the intrusion of white settlers and colonists after the country was acquired by the Crown. Those who may feel interested in the North-West and its troubles, during the fur-trade régime, may consult the work issued in 1885, by the present writer, with the narrative of the several insurrections that have taken place in the country.* The numerous local histories, and the still more numerous works of travels in Manitoba and the North-West, both Canadian and English, may also be consulted with profit.

But the old-time, simple and picturesque life of the Red River Settlement has almost entirely disappeared from the city that now opens wide its arms to the tourist as well as to the land-hungry immigrant. Winnipeg is in itself not only, relatively, a great city and the Provincial metropolis; it is the portal to illimitable stretches of the most fertile land on the face of the earth, capable of sustaining in affluence and comfort at least a hundred millions of people. It is the key to this vast Empire; and to it chiefly, and it may be for all time, must the thousand miles of smiling prairie that lie beyond the Red River, with

Vide "The Canadian North-West: Its History and its Troubles, from the early days of the Fur-trade to the era of the Railway and the Settler; with Incidents of Travel in the Region, and the Narrative of Three Insurrections." By G. Mercer Adam, ex-Capt. Queen's Own Rifles, late Editor of *The Canadian Monthly*, etc. (Toronto: Hunter, Rose & Co.)

the mighty harvests annually reaped from them, be tributary; as the ten lines of railway that already converge upon the city indicate. Nor can one limit the possibilities of growth and development, even in the near future, when one observes what the energy and enterprise of its citizens have already done for Winnipeg. A stroll through the streets of the city and a glance down Main Street, the chief artery, will apprise the visitor of what has been achieved in a few years, and what forces, commercial and industrial, have been at work to bring about so surprising and gratifying a result. Already, the public buildings, the fine stores and long lines of warehouses, the banks, land and financial institutions, the churches, colleges and schools of the place, with its varied industries and commerce by rail and river, are such as many an old and long established city cannot boast of, and would be proud to point to, even if its population were five times that of Winnipeg. But we need not detain the traveller with comment of this sort, when he can see so much better for himself what has so far been the progress of the city, and can make his own forecast of its future from data gathered on the spot. (See illustrations.)

THE PROVINCE OF MANITOBA AND ITS RESOURCES.

IF the west-bound traveller has no call to regard the limitations of time or money, which so commonly impose their stern edicts upon travelling humanity, we would bid him see something of the great Province of Manitoba on one or other of the many lines of railway, besides that of the through line to the Pacific, which, radiating from Winnipeg, intersect the Province north, south and west of the Capital. If an agriculturist, or if interested in the capabilities of the Province as a field of great promise to the intending settler, particularly if he brings with him experience and capital, he will do well to take a run out of Winnipeg over some of the local roads that tap the Province in the directions we have indicated, and form his own impressions of the resources of the country. He will find, we feel sure, that Manitoba is not only a land of infinite possibilities, but that, where settlement has been made, the labour of the husbandman has already been bountifully blessed. Let us first endeavour to gain some idea of the extent and capabilities of the Prairie Province, and of the great farming and grazing lands in the new Territories to the west of it, as far as space will permit us to point these out. Manitoba extends from the western boundary of Ontario, long in dispute, but now de-

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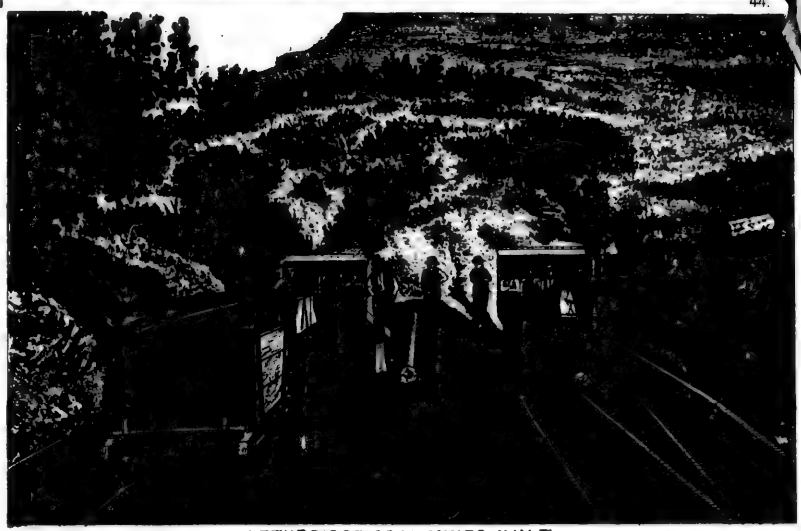


LETHBRIDGE COAL MINES N.W.T.

45.

NATURAL MONUMENTS-ROCKIES N.W.T.

KICKING HORSE PASS - LOOKING EAST.

clared to be on a line a little to the east of 95°, at its southern boundary, to 101° 30′ west longitude, and from the international boundary (49°) to nearly 53° north latitude. The desolate territory of Keewatin lies to the north of the Province, sweeping past the western shores of Hudson Bay, to the Frozen Ocean. On the west lie the rich districts of Assiniboia, Saskatchewan, Alberta, and Athabasca, bounded by the towering Rockies and British Columbia, the Dominion Province on the Pacific. Through these districts run twenty meridians of longitude, and at least ten of latitude, that are adapted for settlement. This vast basin is channelled by great fertilizing streams, and gemmed by the most beautiful prairie flowers, fringed on the north by a sheltering line of forest. For farming and grazing purposes, no land on the planet is more suitable; the soil is a black alluvium of great depth and almost inexhaustible fertility, broken by occasional groups of low hills, composed chiefly of sand and gravel, and by a few alkaline swamps. No account of its amazing productiveness could well be exaggerated; and being comparatively free of timber (a certain drawback, indeed, to the settler, though for fuel purposes there is abundant coal) it is at once ready for the settler's plough.

The soil of Manitoba, having originally been the bed of a lake, is mainly formed of a rich silt deposited during the æons of the past. Nowhere is such fine wheat grown as is grown in the Province, and the average yield is high, except in seasons when frosts have affected either the quantity or the quality. Potatoes and other root crops yield wonderfully. The climate of Manitoba is excessive, and this, with frosts occasionally blighting not a little of the harvest, is the drawback. The temperature ranges from 95° Fahr. in summer, to 30° and 40° below zero in winter. The mean rainfall is about twenty, and the mean snowfall about fifty, inches. Excessive as the climate is, it is, however, extremely healthy and bracing. In the territories to the westward, the climate is more equable, and the snowfall is much less. There, cattle graze and do well in the open throughout the year.

Sport in Manitoba, we need hardly say, is now shorn of its great glory, in the disappearance of the buffalo. There is still considerable sport to be had, in the shape of elk, moose, caribou, antelope, and white rabbit, in various sections of the Province. For elk, the chief sporting-ground is the Pembina Mountain; for moose, the Duck and Riding Mountains, and the low lands about Lake Manitoba; for caribou, the country around Lake Winnipeg and the Lake of the Woods; for antelope, the Plains of the Souris River, but chiefly in the territories west of the Province. By the lakes, and about the numerous ponds and rivers, duck, wild geese, cranes, and occasionally white pelicans are to be met with.

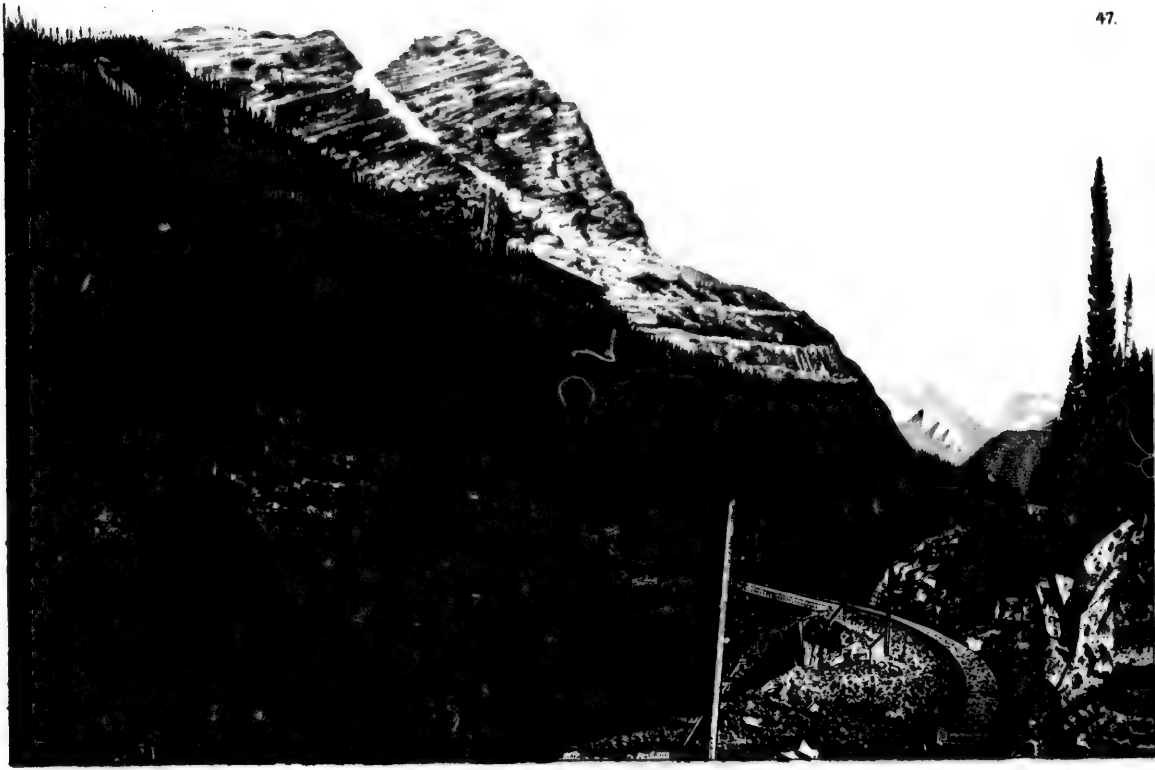
OVER THE PRAIRIES TO THE ROCKIES.

I.—WINNIPEG TO REGINA, THE CAPITAL OF THE NORTH-WEST TERRITORIES.

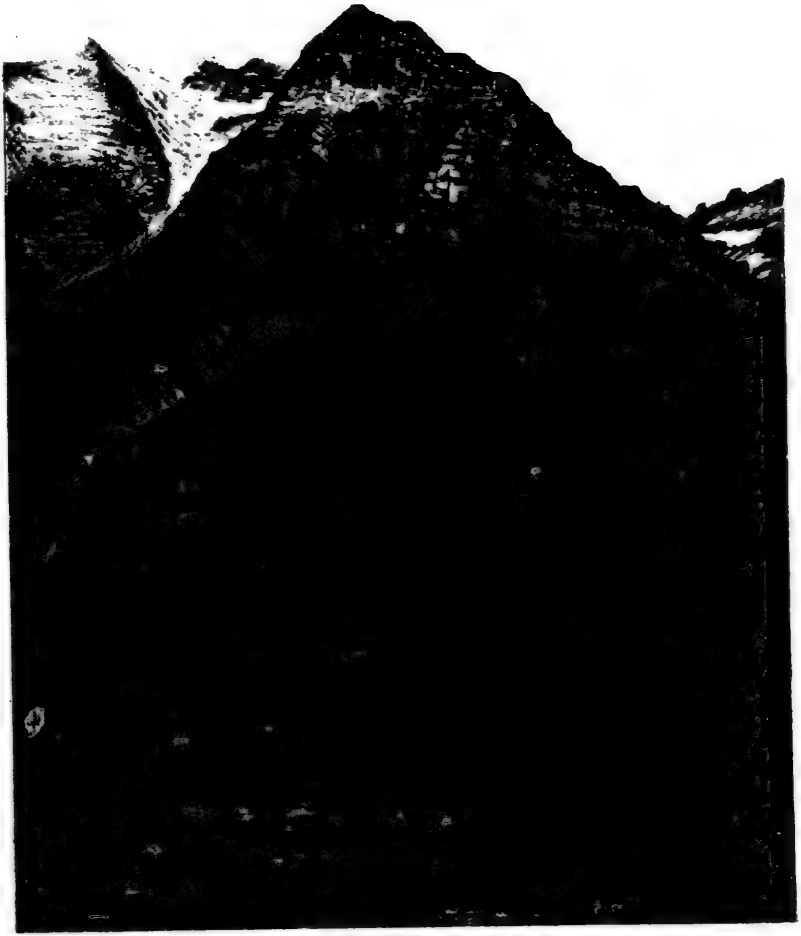
WE now commit ourselves to the long and somewhat monotonous journey over those twin parallel bands of iron that span the prairie stretches of the West,—once the feeding-ground of countless herds of buffalo, now no more seen,—and that link the Canada on the Atlantic with the greater Canada on the Pacific. Civilization, though it has opened these great prairies to the husbandman, has practically closed them to the hunter. It is pathetic to think how swift has been the disappearance of animal life from the Plains. After the acquirement of the Territories, a few years sufficed to clear them of the buffalo; and in the recent sale and exportation of the herd preserved at Stony Mountain, as an experiment in domestication, we have seen the last of the lordly bison. With the vanishing of the large game and the inswarming of the white man, how soon, we ask ourselves, may not the red man go? In his case, too, domestication seems a failure, for Nimrod shows little eagerness to throw off his apathy and become a tiller of the soil. As a ward of the nation he may linger for a while, but his fate, we fear, like that of the buffalo, is to disappear. The destiny of the "half-breed" is, doubtless, more hopeful, for, unlike the pure Indian, though he fought against the intrusion of the settler, he has taken rather kindly to agriculture, and is trying to adapt himself to the altered conditions of the country. Still, even the half-breed feels uneasy at the advancing wave of civilization; and as the North-West is more and more opened by railways, he may be found receding at their approach, and perhaps, finally, become one of a degenerate race.

As we proceed westward, the new and the old will be found strangely intermingled. About the brand-new towns barbarism still jostles civilization, and the luxurious comforts of a "Pullman" contrast oddly at times with the rawness of settlements passed *en route*. Yet full of promise are those wide seas of green that now begin to break, in long sweeping billows, on the eye of the traveller. The huge elevators that tower over busy towns like Portage la Prairie and Brandon impress one with the fact that we are passing over a region not only destined to be the chief granary of the world, but which has already become a great wheat mart. And yet not a tithe of the land is at the present time under cultivation; only here and there has it been homesteaded and pre-empted by the settler.

Since we left Winnipeg we have been following up the course of the Assiniboine River, marked by a line of aspens along its banks, and now at a distance of fifty-five miles from the Capital, we reach Portage la Prairie, a hamlet but yesterday, though to-day a town



MOUNT STEPHEN, ROCKIES



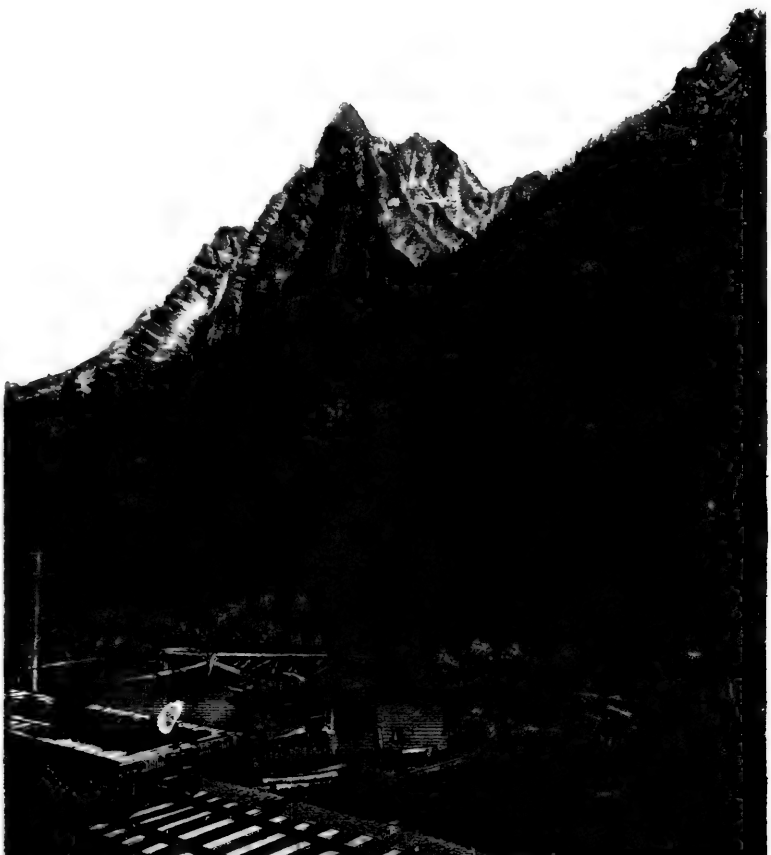
SECOND MOUNTAIN, BEAVERFOOT.

indeed. Its flour mills and elevators speak eloquently of the rich farming country around, while its stores and busy streets mark it as a thriving and comparatively populous centre. Its proximity to Lake Manitoba, about twenty-five miles due north, gives the town additional importance. Here the Manitoba and North-Western R.R. branches off, two hundred miles north-westward, in the direction of Prince Albert and the settlements on the North Saskatchewan. On this line are Minnedosa and Rapid City, and beyond them Birtle, not far from the Hudson Bay post, Fort Ellice, on the Qu'Appelle River. On the C.P.R., one hundred and thirty miles from Winnipeg, is Brandon, where the railway crosses the Assiniboine and follows it and its chief tributary, the Qu'Appelle, for about four hundred miles on the south. Brandon, though not more than six or seven years old, is the largest town west of Winnipeg. Our illustrations will give some little idea of the place, and of the busy scene in proximity to the grain elevators and the line of the railway. To the prospects of Brandon no one can set limits, for a vast and extraordinarily fertile country is tributary to it, and it has a charming location on the Assiniboine.

Seventy-five miles west of Brandon, we pass from the Province of Manitoba and enter the North-West Territories. The railway, through the district of Assiniboine, follows, for nearly five hundred miles, the course of the Qu'Appelle and the South Saskatchewan Rivers, and then trends northwards, for two hundred and fifty miles further, through the district of Alberta, to the summit of the eastern range of the Rockies. Entering the Territories, the traveller will find himself coursing over an apparently boundless tract of undulating, flower-scented prairie, where the horizon plays all sorts of tricks with the imagination, and where, despite the rate at which you travel, you seem to be no further on the morrow than you were yesterday. Not the features of the landscape, but the meridian lines on the map, assure you that you are really making progress. For the most part, moreover, one station is so much like another, and one stretch of prairie so much like the one that follows it, that it is hard to believe that you are making headway at all, or that the train that bears you is not a phantom race-horse on a stretch of phantom turf. Yet the hours and the pace tell: we left Brandon aglow in the afternoon sun, and at midnight we are at Qu'Appelle, two hundred miles to the westward, and within an hour and a-half's run of Regina. It was at Qu'Appelle, in the spring of 1885, that the North-West Expeditionary Force, sent out from the older Provinces to suppress the second Riel rebellion, mustered before entering upon the campaign against the Half-breeds of the South Saskatchewan. Bleak and dreary was the fifty mile march of one

column of the attacking force over the great salt plain that stretches away north of Qu'Appelle, between the File and the Beaver and the Little and Big Touchwood Hills. It was well, however, for the invading force that the Indians of the region were friendly.

Here, in this connection, we may aptly refer to the dusky denizens of the plains, whose hunting-grounds the settler has invaded, and whose incoming has driven from the region the game that was their sole subsistence. The traveller, we daresay, will vouch for the accuracy of the representation of Indian life on the plains given in our sketches (see plate 35-37); though, if he has travelled with us thus far on the prairies, he will no doubt have seen more of the "noble red man" than he now cares to look at, even in a picture. For the most part, the Indians of the North-West are a degraded and dissolute race. Some bands lead a shiftless and vagabond life; though a few have rewarded Government care of them by forsaking their nomadic habits and following agricultural pursuits. Their number in Manitoba and the Territories is close upon thirty-five thousand; and half as many more inhabit the Athabasca district and the valleys of the rivers that drain to the Arctic Ocean. Another thirty-five thousand are to be found in British Columbia. The Indians of the North-West may be said to represent five distinct families, viz., the Algonquins; the Assiniboines or Stoneys, who are allied to the Sioux; the Blackfeet, including the Sarcees, Bloods, Piegans, and the Indians of the eastern slope of the Rocky Mountains; the Chippewayans or Tinnés, a branch of the Montagnais; and the Eskimos, or Innoits, who belong to the Algonquin family, and are allied to the Kamschatkans or northern Mongols. The Manitoba Indians are mainly Algonquin. The tribe to the east of the Province is the Salteaux or Chippeway, who roam westward from Sault Ste. Marie, round the north shore of Lake Superior, and along the margin of those "liquid battalions" that mark with a "silver streak" the country between the Kaministiquia and the Red River. To the north and west of Manitoba are the Christineaux, or Crees, of whom there are two tribes, the Crees of the Plains and the Wood Crees. The former live in "loges" or leathern tepees (wigwams), while the latter, like the Salteaux, house themselves in birchbark huts. Allied to the Crees are the Muskegons, or Swampies, so called from the swampy character of the district they inhabit—the neighbourhood of the group of lakes which collect the water of the great rivers flowing into Hudson Bay. Not a few of the Cree tribe were leaders in the Half-breed rebellion of 1885 on the South Saskatchewan. West of the Crees are the Assiniboines of the plain and the forest. With the Salteaux, this tribe formerly maintained lively relations with the Sioux, to the south; and, with the Crees,



WEST SIDE MOUNTAIN, ROGER'S PASS.

GLACIER RANGE, FROM SUMMIT OF ROCKIES.

they have long been at enmity with the Blackfeet. The latter are the Iroquois of the West, and with the Bloods, Piegans, and Sarcees, to whom they are related, are a warlike people. The annual Government appropriation for the support of the Indians of Manitoba and the North-West Territories, and the maintenance of the Indian agencies and experimental farms, exceeds a million dollars. Of this large sum, almost a half is annually disbursed for provisions for destitute Indians. This fact, as the present writer has elsewhere observed, while it speaks well for the liberality of Parliament, and attests the humanity of Canada's treatment of the Red Man, is not creditable to the Indian's industry, or to his disposition to improve his environment. Evidently, in the North-West, savage life, if it has begun, has not advanced far in the effort to raise itself in the scale of being.

II.—REGINA TO THE MOUNTAIN LIMITS OF THE NORTH-WEST TERRITORIES.

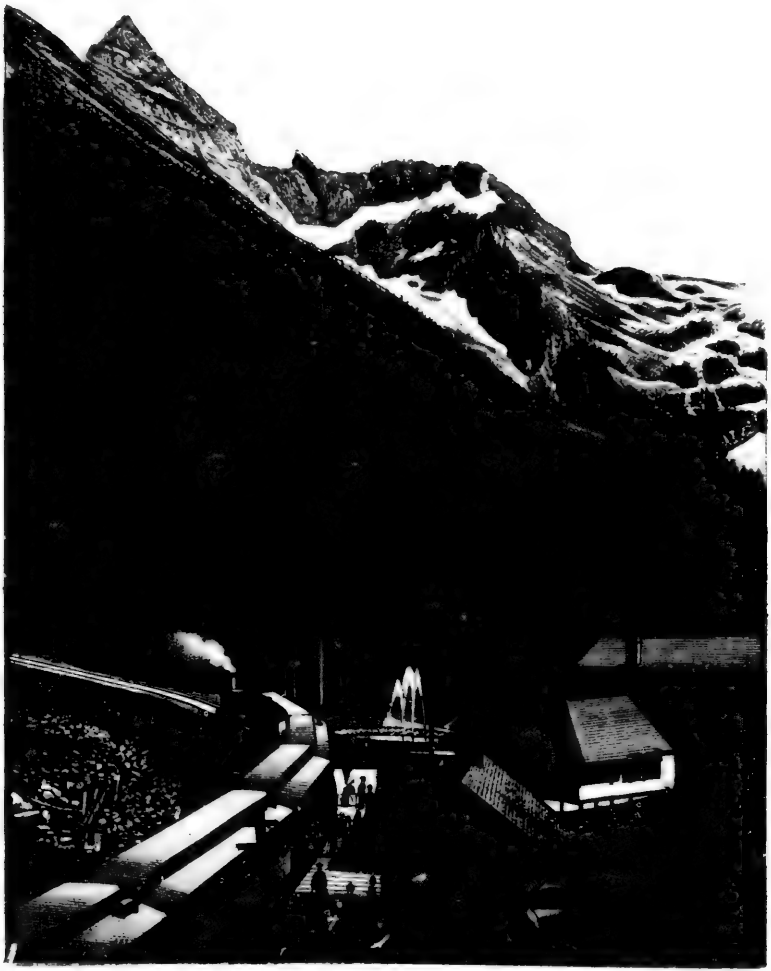
Regina, though the Capital of the North-West Territories, hardly gets justice done it by the traveller, unless he makes a break here for a day or two, for it is passed by the westbound train in the dead of night. It has no striking beauty of situation to recommend it, for the country in the vicinity has "no feature but immensity, no character save loneliness." The town seems set down on an apparently boundless plain (see illustration), and has as yet a rather straggling, frontier look. Had the buffalo not all disappeared, we could imagine them swooping down and over the place, as in "Sunset" Cox's imagination, they rushed with a whirlwind flight into "Duluth," snorting defiance at the intrusion of a race that rose above the civilization of a buffalo "wallow." But we must speak with becoming respect of a town *in esse*, which is the headquarters of that admirable organization and great conservator of the peace, the North-West Mounted Police, and where the declaiming voice of the legislator for the Territories is now to be heard "booming down the corridors of time." A few years hence, who shall say that Regina shall not be the Capital of the Dominion, or even of the Federated Empire, when Macaulay's New Zealander, with his sketches of the British metropolis in ashes under his arm, shall have moved westward to look on the ruins of the Parliament Buildings at Ottawa, and the charred *débris* of the adjacent lumber-piles of New Edinburgh and Hull?

From Regina a branch railway line strikes off northward, by the western shores of Long Lake, towards Battleford and the settlements on the upper waters of the North Saskatchewan. Continuing our way westward on the main line, breakfast time will have brought us to Swift Current, a few miles from the bend

of the South Saskatchewan. We shall have passed the town of Moosejaw, and the Old Wives Lakes, great bodies of alkaline water, the encrustations on whose shores glisten like frosted silver in the morning sun. A visible change, it will be seen, has now come over the face of the country, for since we left Qu'-Appelle the plains have become quite treeless, and agricultural operations have given place, in the main, to ranching. The soil continues to be wonderfully fertile, though more adapted to cattle-raising and mixed farming. Over the short buffalo grass of the region antelope will now be found bounding, while innumerable gopher, a species of ground squirrel, are seen curiously eyeing the passing train. About the ponds wild geese, duck, snipe, plover, with crane and pelican, are seen to stalk; while on the high grounds are myriads of prairie chicken.

Just before reaching Medicine Hat, a branch line runs off due west to the coal mines of Lethbridge (see illustration) on the Belly River, near Fort Macleod. In the valley of the South Saskatchewan lies the rude, scattered town of Medicine Hat (see illustration), in an area of mud and sand, from which, after crossing the river, we are glad to reach the high grassy bluffs again, deeply marked with the trail of the vanished buffalo. Nothing is now seen, for miles and miles, but great stretches of undulating prairie, with occasional herds of cattle grazing on the knolls. In this region of the cattle kings, however, we begin to inhale the ozone of a high latitude, for on this, the third of the prairie steppes, we approach the eastern flanks of the Rockies. As we pass Crowfoot Station, every eye on the train is strained to catch the first glimpse of the mighty mountains that shut in this great, green ocean of prairie. Before we come to Gleichen, they are descried in the far distance, for we are yet fifty miles from Calgary, which lies near their base, though Calgary itself is thirty-five hundred feet above the sea. Speeding on, by the tree-girt banks of the Bow River, the snowy peaks of the Rockies come more sharply into view, while as we attain the high plateau on which Calgary stands, the mountains are seen to extend across the horizon and form an apparently impassable barrier.

Calgary will be found an experience quite novel to the traveller. The region about is the native heath of the warlike Blackfeet and the great Ranch country, where the cow-boy, gaily attired and well-mounted, is in his glory. Nowhere will one see such horsemanship or a more free and picturesque life. The Indians, too, will be found in the saddle, clad in bright blankets and mounted on small piebald and parti-coloured ponies. The town, with all its multiform and reckless life, is usually quiet and orderly, the Mounted Police, here as elsewhere in the Territories, acting as efficient and assuring preservers of the peace. The climate of this



GLACIER HOTEL AND C.P.R. STATION

KAMLOOPS (BRITISH COLUMBIA)

region is delightful. The "Chinook" winds, which blow warmly over the great ranching grounds, temper the severity of even the coldest winter, and enable cattle to graze on the nutritious grasses of the region all the year round. The country, moreover, is well watered and the foothills are clad with abundant timber. Coal, also, is plentiful.

Leaving Calgary, which is twenty-two hundred and sixty miles from Montreal, the trend of the line is steadily upward for another hundred miles until we reach the summit of the first range of the Rockies. Northward from Calgary stretch the magnificent ranching districts of Alberta and Athabasca, richly watered by the numerous streams that seam their way down the eastern flank of the mountains. These streams are the feeders of the two branches of the Saskatchewan, and of the Athabasca and Peace Rivers, which, after fertilizing the great plains through which they course, find their outlet in the chill regions of the Far North. The fertility of these districts, though their latitude is high, is attested not only by the trend on the map of the isothermal line, which includes the magnificent valley of the Peace River, but by the rich results of practical farming and cattle-ranching on the great area over which play the warm Chinook winds, wooing the rich turf into fragrant blossom and flower. Southward also stretches a fine ranching country, along the base of the foothills, and across the boundary line into Montana. But we have no time or inclination to let these regions, however attractive they may be, divert us from the absorbing interest that lies before us, in the now unfolding grandeur of the "Sea of Mountains," into which we are about to plunge. Our view of the "Three Sisters," at Canmore, will whet the appetite for what is yet to come, as we pursue our devious way through the defiles, and in and about the rugged valleys, of the great backbone of the continent. For a while, the tortuous valley of the Bow River, along the terraces and gorges of which we are now speeding, conceals the great spectacle from our view. Suddenly, however, the mountains burst upon us with an indescribably thrilling and awe-inspiring effect—the gloom of their deeply-crevassed sides contrasting sharply with the sheen of their towering snow-capped peaks.

The toilsome ascent of the mountains is happily broken by the halt at Banff. Here the tourist, if he is of our mind, will gladly break his journey and sojourn for a time, that he may acquire not only a pleasing memory of scenes of unrivalled beauty, but be enabled to take a leisurely view of the mountains from the perspective of the delightful Sanitarium which the C. P. R. has here erected in the Canadian National Park. It was a happy thought to establish this modern un-monastic St. Bernard, on its Pisgah eminence, within view of one of the finest spectacles on the con-

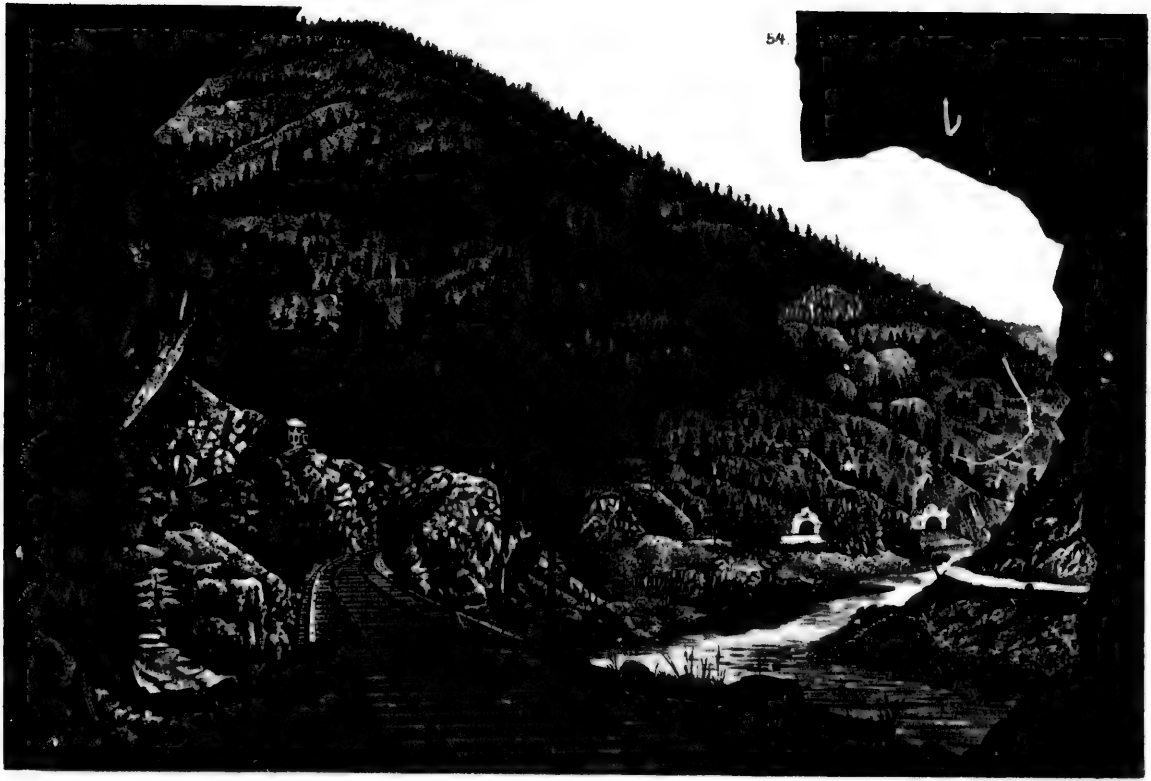
tinent, and girt about by a quadrilateral of mountains. Besides the attractions of the hotel itself, which is finely equipped and beautifully situated, overlooking the well-timbered windings of the Bow River, there are hot sulphur springs of high medicinal value, with swimming baths, fishing and boating impedimenta, carriage and saddle horses, and all the appointments of a fashionable hostelry in a now famed mountain resort. The National Park, which is a Government enterprise, affords delightfully invigorating drives, amid scenes of wild and romantic beauty, "a dozen mountain monarchs within view raising their heads a mile or more above the hotel." Of these monarchs, the Peak, Duthill, and the Sulphur and Cascade Mountains are the chief, towering aloft as high again as we, at their base, are above the sea. Near to the hotel are the Falls of the Spray River, and in the neighbourhood is Devil's Head Lake, a glacier-fed body of water, some fifteen miles long, in which there is good trout fishing with a deep troll.

Continuing our journey westward, an hour's ride brings us to Laggan, a little station which marks the railway summit of the first range of the Rocky Mountains, and is close to the boundary line between the North-West Territories and British Columbia. Here we are a mile above the Pacific Ocean, while the mountains rear their heads another mile above us. This elevation forms the watershed for the rivers that, on the one side, flow by the Columbia into the Pacific, and, on the other, by the Saskatchewan into Hudson's Bay.

ON "THE BACKBONE OF THE CONTINENT."

FROM the altitude we have reached, we begin coastward to descend, with the streams, the western flanks of the main range of the Rockies, by the now famed canyon, known to engineers and railway men as the Kicking Horse Pass (see illustration). The air-brakes are now in requisition as we dart down this rock-ribbed defile, the Kicking Horse River running a race with us in the boulder-strewn chasm at our side. Below, above, and around, the scene is one of memorable beauty. Crag rises above crag, and gorge deepens upon gorge, as the train, sturdily clinging to the mountain side, descends to the river valley which here suddenly opens on the view, and from which Mount Stephen shoots up, in awesome grandeur, eight thousand feet over our head (see illustration). Here, fifty miles from Banff, is the station of Field, with its pretty chalet-like hotel, the Mount Stephen House, a resort of artists who are in search of Alpine subjects for the brush.

CISCO-C.P.R. BRIDGE.



FRASER CANON - SHOWING FOUR TUNNELS.

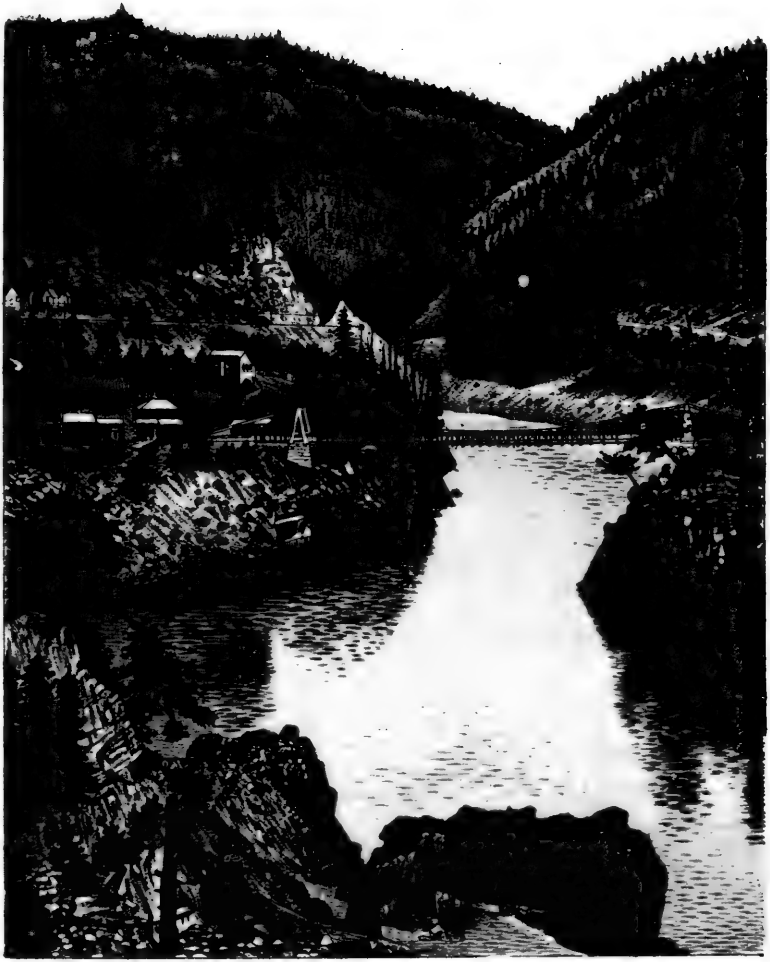
A two hours' run, over fifty miles of indescribably grand scenery, transports the traveller from Field to Donald, where the lover of the picturesque will be tempted to leave the train, to view the beauties of the Columbia Valley and pay a visit to the Kootenay Lakes. Donald is also an attraction to the miner and to the sportsman. In the Kootenay District there are valuable gold and silver mines, which the railway now affords facilities for opening up. For the sportsman the attraction is caribou, the big-horned mountain sheep, and the black and the grizzly bear. At Donald the railway crosses the Columbia River, and, following its waters for a while, cleaves its way through labyrinths of rock until it enters the Beaver Valley, and begins the ascent of the Selkirk Mountains, the second great range of the Rockies. An hour is spent in climbing the forest-clad flanks of the Selkirks, from the engineering summit of which rise a profusion of snowy peaks of dazzling beauty and of infinitely varied form. Gaining the summit of the Selkirks, *via* Roger's Pass (see illustration), the view will be found, if possible, to transcend in grandeur that which we have witnessed from the railroad summit of the Rockies. Here we are in the region of the glaciers, hundreds of feet thick, and therefore the formation of ages, and covering an area, it is estimated, nearly forty miles square. Switzerland, here, has in the routes of modern travel its only rival. In the heart of this magnificent region, at the foot of "Sir Donald," a huge ice-clad peak which rises eight thousand feet above the snow-shedded track, the railway company have erected the "Glacier House" (see illustration), another tempting halting-place, within a short walk of the Great Glacier. Scarcely a more picturesque spot could be chosen for its site, or one that commands a greater array of thrilling views of mountain peak, of cascaded gorge, or excoriated glacier.

Leaving the Glacier Range of the Selkirks, a hundred and fifty miles' run brings us across the Gold and Coast Ranges of the Rockies to Kamloops, in the valley of the South Thompson River. The engineering difficulties of the early part of this run will strike the tourist with amazement. The curves and loops of the road, along the mountain slopes, and over the winding waters of the Illicilliwaet, put to severe test the composure of the spectator, though they add to the charm and grandeur of the scenery. On the way, the Columbia River is again met with, and the lovely waters of the Shuswap Lakes. But we have now crossed the main elevations of the Rockies, and are making our way by the Fraser River to the Coast. Here let us pause to say a word or two of the great Province of British Columbia ere we terminate our long journey across the continent.

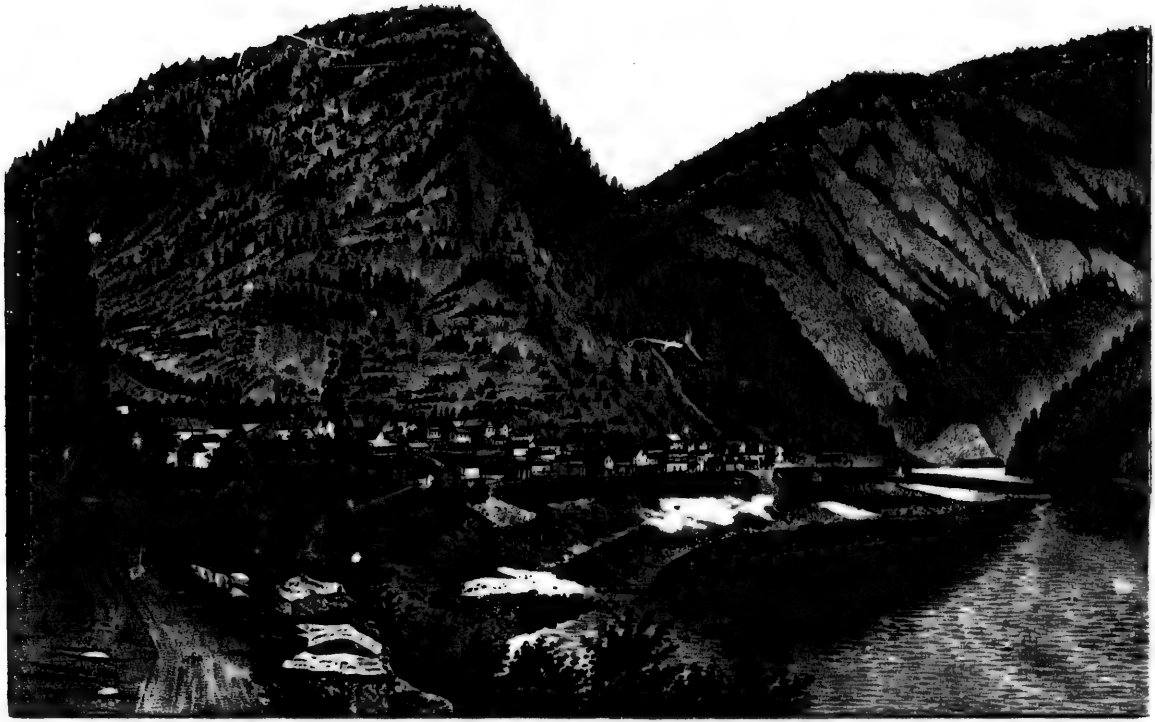
BRITISH COLUMBIA AND ITS RESOURCES.

THOUGH our course through the mountain defiles, from Stephen to Kamloops, has led us over nearly three hundred miles of the domain of British Columbia, we have so far seen little of the Province as a habitable colony and a surpassingly rich field for settlement. At Kamloops, Nature still wears a rugged aspect; though even in the mountains her mien softens, in the lovely fertile valleys that lie between the ridges, and much of the country north and south of where we now are is fit for agriculture. The Province of British Columbia has an area of 340,000 square miles. It extends from Juan de Fuca Straits and the parallel of 49°, which constitutes the international boundary line, to the meridian 60° north; and from the Pacific to the meridian of 120° west and the eastern ridge of the Rockies. With the exception of the coast line, one-half of the Province, namely, from the meridian 54° to its northern boundary, is as yet unexplored. Little of the colony was known to the ken of man prior to the explorations of Captains Vancouver and Cook. Until a hundred years ago the Gulf of Georgia and the coast-line northward was as much an unknown region as was the St, Lawrence, two-and-a-half centuries earlier, to the St. Malo mariner who first threaded its waters. Nor before this period had the region been approached from the east. In the closing years of the Dominion of France in North America, the Verandryes had crossed the plains, and were the first of Europeans to see the Rockies. Fifty years later, Mackenzie, one of the partners of the North-West Fur Co., discovered the great river that bears his name, and, crossing the mountains by the Peace River Pass, explored a route to the Pacific. Adventure was slow, however. to follow in his footsteps, if we except the enterprise of the Scotch fur trader who discovered and gave his name to the Fraser River. In 1843 the Hudson Bay Company established a trading-post at Victoria, and fifteen years later the British Parliament passed an Act to provide for the government of British Columbia. In 1866 Vancouver was added to the Crown colony on the mainland, and maintaining the name given to the united colonies, the Province was five years afterwards incorporated with the Dominion.

British Columbia first attracted attention as a mining country. This occurred in 1857, on the expiry of the exclusive privilege of the Hudson Bay Company to trade in furs. Some of the old employés of the Company had discovered gold in the Cariboo district, on the upper Fraser, and news of this reaching San Francisco, a wave of excitement swept over the whole Pacific coast and brought on its crest shiploads of gold-seekers and mining experts. Since 1861, it is



SUSPENSION BRIDGE, CARIBOO RIVER.



YALE (BRITISH COLUMBIA)

said, that fully forty millions worth of gold has been taken out of the Cariboo region alone, while its annual product is still over half a million of dollars. Elsewhere in the Province placer mining is actively pursued, for the country is veined in all directions by rivers and streams rich in auriferous metals. Another great source of economical wealth in the Mountain Province is coal, the mining of which, particularly at Nanaimo, on Vancouver Island, has of late become a vast industry. The Nanaimo coal is an excellent quality of bituminous coal, and is largely shipped, in spite of a high tariff, to San Francisco and the seaports of the south, and is also freely drawn upon by ocean-going steamers. Coal is also found in extensive beds on the mainland, and a fine vein of anthracite coal is known to enrich the Queen Charlotte Islands, to the north of Vancouver.

The lumber trade is another large industry in British Columbia. The resources of the Province in this respect is practically unlimited, and little of the trade is yet developed. Everyone has heard of the almost fabulous proportions of the trees of British Columbia. For bridge, wharf, and ship-building, for spars and masts, and other commercial purposes, nowhere is such timber to be found as the Province supplies. The Douglas fir is the monarch of the woods; here it grows to the height of 300 feet, with a corresponding girth. Oak, spruce, cedar, hemlock, maple, the larch, the yew, and the mountain ash, are all indigenous to the Province, as are almost all the varieties of English shrubs and flowering plants. Fabulous also are the fishing resources of this favoured Province. Its estuaries and rivers literally swarm with fish, and fish-canning is one of its chief and most profitable industries. The salmon, which is of a variety of species, and weighs from ten to seventy pounds each, is the king of British Columbian rivers. Oolachan, a small oily fish, of the size of a sardine, is, with the native herring, another large and valuable yield of its waters.

The agricultural areas of British Columbia are nowhere large or centralized. Still the Province possesses, in the aggregate, a large amount of arable land, though in scattered areas. The railway, and the opening up of communication in the various sections of the Province, now enable the settler to get at good farm lands and to reach a market with his crops. The facilities for settlement are good, and the Government is liberal in dealing with the settler. Much of the land is heavily timbered, and some of it, on the mountain terraces particularly, requires irrigation. Considerable agricultural sections lie to the east of the Fraser River, in the southern portion of the Province, also to the west of that river, north of the 51st parallel. In the Peace River district, on the river deltas, and on Vancouver and Queen Charlotte Islands, are also con-

siderable tracts of rich farming lands. The mild climate of British Columbia is exceedingly favourable to the raising of all the cereals, root crops, and fruit that belong to the temperate zone. The climate indeed, if we except the excessive rainfall on the mainland, is one of the greatest attractions of the Province. It is much more moderate and equable than in the other provinces of the Dominion. This is due mainly to the influence of what is technically known as the "Japan current," a great volume of warm water which courses across the Pacific and sweeps southward along the British Columbia coast. Particularly delightful is the climate in the insular portions of the Province. On Vancouver and the Queen Charlotte Islands the climate resembles that of the south of England: the rainfall is much less than on the mainland, while snow is a rarity. In the valley of the Fraser the climate is also mild, and much drier than in higher altitudes. As you go north, the extremes of climate are more marked and the winter becomes more characteristically Canadian. As a whole, the climate, however, is most delightful,—the heat in summer rarely rising above 75° Fahr., and the cold in winter seldom falling below the freezing point

THROUGH THE FRASER CANYONS TO THE COAST.

AT Kamloops, where we have made a rather long stay, the tourist will find that he has not yet escaped from the mountains. The town is finely situated near Kamloops Lake, opposite the junction of the north and south branches of the Thompson River, and close to an old Hudson Bay post, round which have congregated numerous settlements. These lie in the plateau between the Gold and Cascade or Coast ranges of the Rockies. We are yet two hundred and forty miles from Port Moody, and have before us a run by no means devoid of interest. The country is still wild and rugged, and retains much of the features of the region we have been passing through. Huge parapets of rock continue to frown upon us, while a perfect chaos of waters seethes and vexes its way through yawning chasms at our feet. Near Lytton (named in honour of Lord Lytton, formerly British Colonial Secretary), the Thompson River precipitates itself into the rent gorges of the Fraser, and until the latter reaches Yale pandemonium seems to be let loose.

Crossing the river near Lytton, we enter the terrible Fraser Canyon (see illustration of the Four Tunnels), and sup, for about four hours, on a feast of horrors. We are now in the heart of the Cascade

NEW. WESTMINSTER B.C.

59.

58.

VANCOUVER. B.C.

Range, and seem to be entering a series of subterranean passages leading to the Inferno. At one moment we are poised on the face of a dizzy cliff; at another, we are crossing a lofty viaduct; now we are in the open; anon we are rushing through the blackness of darkness. At North Bend we come upon one of those openings in the Cascades which are such a relief to the appalling senses of the traveller in passing through the region. Here we find the Fraser Canyon House, another of those pretty stopping-places which the C.P.R. has happily erected for the comfort of sojourners by the way. Twenty-five miles further on is Yale (see illustration), the head of steamboat navigation on the Fraser and the outlet of the Fraser canyon. The town, which is one of the most important in the interior of the Province, is situated in a most picturesque region, on the old Colonization road to the Cariboo mines (see View [55] on the Cariboo River), and within a hundred and ten miles from the mouth of the Fraser. Here the traveller will be likely to make his first acquaintance with the ubiquitous Chinaman, and the scarcely less ubiquitous redman of the monntain Province. The former will probably be found re-washing some abandoned gold-claim on the river, or doing faithful domestic service at one or other of the hotels of the town. The Indian, if he is not lounging in stoic indifference, will most likely be netting salmon.

Leaving Yale, the railway follows the general direction of the Fraser, though only here and there we get a glimpse of it and of the mountain spurs on either side of the river. Fifteen miles below Yale is the station of Hope, a prettily situated town on the south side of the Fraser. Seventy miles below Hope we reach New Westminster Junction; while five miles further on is Port Moody, and another five miles bring us to Vancouver. The last hundred miles' run, from Yale to the coast, passes through a rough, heavily-wooded country, broken occasionally by bits of marsh land in the vicinity of the streams that flow into the Fraser, and here and there by a small farm clearing. Even to the end of our journey are we reminded of the mountains, for we find them swelling up to hold in their embrace the tide-waters of the Pacific, as they seek a haven in the sheltering arms of Burrard Inlet. At the head of this land-locked basin, about seventeen miles from its mouth, is Port Moody. Behind it is a background of forest, composed chiefly of hemlock, spruce, and the giant Douglas fir. The forest about is being rapidly cleared to give the railway the needed facilities, n addition to those at Vancouver City, for its western terminal trade.

Though yesterday but a city on paper, Vancouver is to-day rapidly becoming the Liverpool of the British waters of the Pacific. At its wharves we shall find evidences of a commerce which is already

assuming mammoth proportions. Here are moored the magnificent steamers which the great railway company has put on the route over the Pacific to Japan and China, with a throng of coasting steamers and sailing ships trading with near and distant ports. Many and varied are their cargoes,—teas, silks, fish, seal-skins, coal and other minerals, and timber. With such activity at the docks and wharves, the city itself must soon grow and spread over the place. Already streets, with fine stores and public buildings, are being rapidly constructed; while the city possesses, in "Hotel Vancouver," a hostelry that even now vies with the leading hotels of the east. Situated on high ground, near the centre of the town, a magnificent panoramic view is to be had from the hotel windows and galleries, of the unique scenery of the city's surroundings. Off to the north, spread out in grand array, are the purple masses of the Cascade Mountains. South-east, in the far distance, looms up the hoar head of Mount Baker. North-west is the Gulf of Georgia, and beyond its gleaming waters rise in stately grandeur the dark-blue mountains of Vancouver. In another direction, across the broad delta of the muddy Fraser, are the gleaming peaks of the Olympian range that stretch far into Washington Territory; while in the foreground the white wings of commerce are pluming themselves in the Straits of Juan de Fuca for their flight over the waters of the Pacific. The scene on every hand is well-nigh matchless.

Some seven miles from Vancouver is the city of New Westminster, the former capital of the Province. It lies on the north bank of the Fraser River, fifteen miles above its mouth. It has had long the start of the mushroom terminus of the national railway; and though the prospects of Vancouver City are great, New Westminster must long hold its own with its chief rival on the mainland. New Westminster is already a large commercial centre, and the trade of the Fraser River at least must remain tributary to it. Lumber and canned-fish are its chief exports.

Between the mainland and the Island of Vancouver is the island-gemmed Gulf of Georgia, with its north-western expansion of Queen Charlotte Sound. At Vancouver City the Gulf of Georgia is about nine miles wide. Its balmy, placid waters play in and about the thousand estuaries, fiords and inlets that chafe the coast line on either side. Such ruggedness of coast scenery as is to be seen in British Columbia has perhaps no equal save in the case of the sea-front of Norway. From the international boundary line to Alaska the shores are thickly indented with narrow, deep reaches of water, bordered in most instances by perpendicular walls of rock. The picturesque charm of a coasting voyage in these waters it is almost impossible to exaggerate. Vancouver Island is nearly

ESQUIMALT, DRY DOCK, NEAR VICTORIA.

VICTORIA B.C. FROM GOVERNMENT BUILDINGS.

three hundred miles long and from thirty to fifty miles broad. It is heavily timbered, and is rich in coal and other minerals. A range of mountains extends the whole length of the island, the peaks of which rise to an elevation of nine thousand feet. Victoria, the chief city and seat of Government of the Province, occupies a commanding commercial position at the south-eastern extremity of the island. It has a comparatively large but mixed population of whites, Indians, and Chinese. Its streets and public buildings bespeak the enterprise of an old and thriving community. There are charming drives in the neighbourhood, and the genial climate of the island decks with a rare beauty its settled and cultivated parts. It has a fine land-locked harbour, though affording accommodation only for vessels of moderate water-draught. What Victoria lacks in this latter respect, is made good in the magnificent harbour and roadstead of Esquimalt. This fine seaport is within four miles of Victoria, and is the naval station for the British fleet in the North Pacific (see illustration of the Government dry-dock Esquimalt).

But here we must bring our itinerary of the trip across the continent to a close. To the traveller who has accompanied us in these wanderings from the Atlantic to the Pacific, the service we have endeavored to render in these pages may not have been much. Whatever it has been, the writer has sought not to weave a romance, but to narrate the truth. In our limited space we could only, here and there, alight upon a few ledges of fact, and talk, uninterestingly we fear, of things upon the surface. Matters political did not seem to come within the scope of our little work, consequently, upon matters political we have not touched. The field for the discussion of such topics is a wide and interesting one, but it is not here. Canada, it may be said, is but slowly making her history; yet if she is true to herself—this at least may be affirmed—she has a field in which to make it. What she is most in need of is population, and with it freer access to the markets of her own continent. With these secured, no bounds may be set to the measure of her prosperity. In the intelligent and industrious communities of the seven fair provinces of the Dominion, Canada has the raw material for a future great nation. May Heaven send the fit potters wisely to shape and fashion it!

But we take leave of our task and say farewell to those in whose company we have so pleasantly journeyed. Again we express regret for the shortcomings of this little book. Whatever they are, and however we have failed to interest, may we not urge that it is something for the traveller to have seen with his own eyes Canada's wide domain—Britain's "Greater Britain?"